The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $20,250,000
Silver Reserve .....$10,250,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq. | R. Shewan, Esq.
Hon. Mr. W. J. Gresson | N. A. Siebs, Esq.
C. R. Lenzmann, Esq. | H. A. W. Slade, Esq.
D. M. Nissim, Esq. | H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 18th August, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th May, 1902. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received, on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 26th May, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,007,000 (£ 417,000)

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906 [287

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 21,000,000
CAPITAL UNCALLED..... „ 3,000,000
RESERVE FUND ..... „ 10,300,000
SPECIAL RESERVE FUND ..... „ 1,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. | HONOLULU.
NAGASAKI. | SHANGHAI.
LYONS. | NEWCHWANG.
SAN FRANCISCO. | MUKDEN.
BOMBAY. | PORT ARTHUR.
TIENTSIN. | CHEFOO.
PEKING. | DALNY.
KOBE. | TIE-LING.
LONDON. | OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TAKI TAKAMICHI,
Manager.

Hongkong, 14th May, 1906. [19

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE
Manager.

Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to	7.30 a.m.	...Every 30 minutes.
7.30 a.m. to	8.00 a.m.	...Every 10 minutes.
8.00 a.m. to	8.30 a.m.	...Every 15 minutes.
8.30 a.m. to	9.30 a.m.	...Every 10 minutes.
9.30 a.m. to	11.00 a.m.	...Every 15 minutes.
11.30 a.m. to	12.45 p.m.	...Every 15 minutes.
12.45 p.m. to	1.15 p.m.	...Every 10 minutes.
1.15 p.m. to	1.45 p.m.	...Every 15 minutes.
1.45 p.m. to	2.15 p.m.	...Every 10 minutes.
2.15 p.m. to	3.00 p.m.	...Every 15 minutes.
3.30 p.m. to	5.00 p.m.	...Every 15 minutes
5.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to	9.00 a.m.	...Every 15 minutes.
9.00 a.m. to	9.30 a.m.	...Every 30 minutes.
9.30 a.m. to	10.30 a.m.	...Every 15 minutes.
10.30 a.m. to	11.00 a.m.	...Every 10 minutes.
12.00 Noon to	1.00 p.m.	...Every 10 minutes.
1.00 p.m. to	5.00 p.m.	...Every 15 minutes.
5.00 p.m. to	6.00 p.m.	...Every 10 minutes.
6.00 p.m. to	7.00 p.m.	...Every 15 minutes.
7.00 p.m. to	8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 12th July, 1905 [67

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMA
YOKOHAMA via SHANGHAI, MOJI and KOBE	SOCOTRA ..... W. R. Hickey	About 19th August	Fr.
SHANGHAI, KOBE and YOKOHAMA	OCEANA ..... W. Hayward, R.N.R.	About 21st August	Freight Pass
LONDON, &c.	DELHI ..... J. D. Andrews, R.N.R. ...	25th August, Noon.	*See Special Advertisement.*
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUNDA ..... G. M. Montford, R.N.R...	About 30th August	Freight and Passage.

For Further Particulars, apply to.

E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

ARE NOW SHOWING

LINCOLN & BENNETT'S AND SCOTT'S TWEED CAPS.

RAINCOATS AND WATERPROOFS.

CABIN AND SARATOGA TRUNKS.

TRAVELLING RUGS. HOLDALLS.

FITTED SUIT CASES.

KIT BAGS, SOILED LINEN BAGS.

EVERY REQUISITE FOR TRAVELLERS.

LANE, CRAWFORD & CO.

Hongkong, 24th July, 1906 [20

'ROSBACH'

'EMPRESS OF TABLE WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Telephone No. 75.

Hongkong, 17th August, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 18th August,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.
Returning departure from Macao about 7 P.M.
Return Fare, 1st Class..... $4.00
„ „ returning on Sunday..... 5.00
„ 2nd Class, available to return on Sunday 2.00
OTHER RATES AS USUAL.

SUNDAY, 19th August.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
„ „ from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
CAFE WEISMANN will supply Luncheon and Refreshments.
MACHADO'S BAND will play Selections of Music.
Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 13th August, 1906. [65

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—54, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidsuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

45]

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904 [55

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906. [510

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.

In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [17

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights

H. HAYNES,
Manager.

Hongkong, 15th March, 1906. [25

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm FARMER, Proprietor

261

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1906 [31

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.

Hongkong, 7th May, 1906 [515

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—
MANAGER.

Hongkong, 4th December, 1905. [30

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.

Macao, 16th October, 1905. [29

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [28

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.

Hongkong, 1st June, 1906. [617

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong 28th May, 1895. [38

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons,.....Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....588 tons .....Captain J. Willox.
" "NANNING,".....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

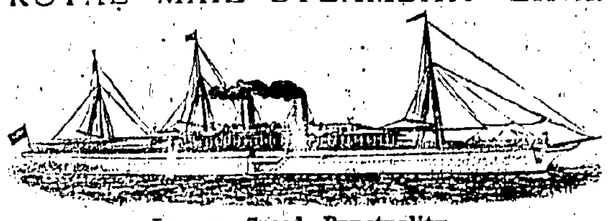
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents. CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	THURSDAY, August 30	September 17
"ATHENIAN"	3,882	WEDNESDAY, September 12	October 6
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*viâ* St. Lawrence £60. *Viâ* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya.

Hongkong, 18th August, 1906 [13

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $1; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd August, 1906. [1

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.
ROON	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
ZIETEN	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship *PRINZ EITEL FRIEDRICH*, Captain E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return ...	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return ...	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return ...	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return ...	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

Steamers.	Tons.	Sailing Dates.
WILLEHAD	4,763	TUESDAY, 21st August, 6 P.M.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at 6 P.M., the Steamship *WILLEHAD*, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA ...	$50.00	$30.00	$20.00...	Return	$80.00	$50.00
TO NEW GUINEA ...	£28.—	£18.10	£14.00...	Return	£42.00	£27.15
TO BRISBANE ...	£30.—	£20.—	£14.—...	Return	£54.—	£36.—
TO SYDNEY ...	£33.—	£23.—	£15.—...	Return	£59.10	£41.10
TO MELBOURNE ...	£34.10	£24.10	£16.—...	Return	£62.5	£44.5
TO YOKOHAMA ...	$80.00	$60.00	$40.00...	Return	$170.00	$120.
TO KOBE ...	$95.00	$70.00	$50.00...	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ...	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA ...	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About
YOKOHAMA & KOBE	*PRINZ WALDEMAR* *	WEDNESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ HEINRICH*	WEDNESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*GNEISENAU*	WEDNESDAY, 12th September.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON ...	£62. 0. 0.
TO BREMEN ...	63. 10. 0.
TO PARIS VIA CHERBOURG ...	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR ...	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th August, 1906. [8

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

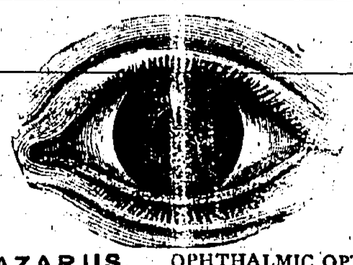
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [14

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS ...	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP ...	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG..	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 15th August, 1906 [15

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 60 doz. pints.

Special Prices for Quantities.

Sole Agents:—
SIEMSSEN & CO.

Hongkong, 10th January, 1905 [67

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

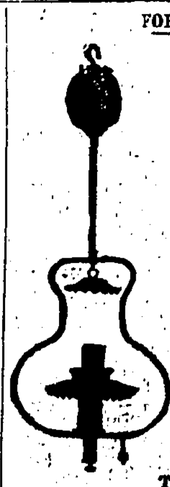
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 11th September, 1905 [65

FOR SALE.



WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 1st August, 1906 [18

Intimation.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a Splendid Variety of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from $2.75 each.

Smart and Durable.

HOLLAND and DRILL

SKIRTS

Well Cut, Newest Shapes, from $5 each.

MUSLIN BLOUSES

Smart, Dainty. All Prices.

KID BELTS

White, Black, Reseda, Navy, Myrtle, Magenta, Sky, etc.

Latest Shapes, from $1.50 each.

LINEN BELTS

—will wash splendidly—can be laundered like a linen collar.

Adjustable Clasps—

SPECIAL PRICE

$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 11th August, 1906. [42

Intimations.

K. A. J. CHOTIRMALL & Co., 8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA SERONGS.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 26th July, 1906. [770

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of $1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th August, 1906.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

W. E. CLARKE, Acting Secretary.

Hongkong, 14th August, 1906. [833

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st July, 1906. [792

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR,

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party, by the introduction of

THE NEW FRENCH REMEDY THERAPION,

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty so persistently ignore, because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers required, and observe that the word 'THERAPION' appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila. [Q

KWONG SANG & Co., No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grasscloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

To Let.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK. Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIPON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 15th August, 1906. 72

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1906. [795

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

TO LET.

GODOWN, No. 9, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th July, 1906. [781

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—

HO TUNG, "Idlewild," Seymour Road.

Hongkong, 31st July, 1906. [786

TO LET.

NO. 1, ANTRIM VILLAS, Des Vœux Road, KOWLOON, (on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH, 8, Des Vœux Road Central.

Hongkong, 28th July, 1906. [777

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—

PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906. [767

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

THE SECRETARY, Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714

TO LET.

NO. 2, OLD BAILEY. Apply to—

ARRATOON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 8th August, 1906. [817

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tips of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61

IN THE SILENCE.

BY ARTHUR DAVISON FICKE.

The lilies are dead
In their shadowy fold.
Has the last word been said
Ere we greet the night's cold?
Must we go forth with silence between us,
knowing our story is told?

I think the hurt bird
Cometh never again.
Nor the intimate word,
After bruisings of pain,
Doth return through the silence of twilight,
through the twilight of shadowy rain.

My word shall not make
Any moan at thine ear,
Lest thy heart should awake,
And listen, and hear,
And two hearts should wait where one
waiteth for music that draweth not near.

Tho the dreams be not dead
In their shadowy fold,
Let no word be said
Ere we turn and grow old.
Tho I tremble, I gird up my strength; knowing our story is told.

—From The *Smart Set* (July).

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 17th inst.:—There has been a fair demand for most of our stocks during the week under review and rates generally have been well maintained while some show a slight improvement on previous quotations.

Banks.—Hongkong and Shanghai Banks have ruled very steady and sales have taken place at $850. The London quotation has advanced to £94.10s. Nationals were negotiated at $47.

Marine Insurances.—Cantons have declined to $330 and are quiet at this rate. Unions are also slightly easier and can probably be obtained at $800. In other Northern companies we have nothing to report.

Fire Insurance.—There are no changes in quotations but both stocks close firm and in demand, viz, Hongkong Fires at $320, and China Fires at $91.

Shipping.—Hongkong, Canton and Macao Steamboats are wanted at $26½ ex the dividend of $1, paid on 15th inst. China & Manilas are quoted at $21. Douglases are unchanged. Indo-Chinas have advanced and were done at various rates up to $73 owing to inquiries coming from the North. A few Shell Transports can probably be placed at 27/-. Star Ferries both old and new are unaltered.

Refineries.—China Sugars have further depreciated and are obtainable at $147½. Luzons have buyers at $21½.

Mining.—During the early part of the week Raubs changed hands at $6½ but later on business was done at $7. We are advised by cable that the result of the crushing for the past four weeks is 909 ozs. smelted gold from 5,687 tons of stone.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks are a little weaker and are on offer at $152. Shanghai Docks were strong in the early part of the week and were placed at various rates up to Tls. 100, but the market has since reacted to Tls. 97 at which rate there are buyers Hongkew Wharfs have improved to Tls. 242½ no doubt in consequence of the interim dividend of Tls. 8 which the Company has declared.

Lands, Hotels and Building.—Hongkong Lands have received but little attention and remain the same. Kowloon Lands and West Points are without business and neglected. Business has been done in Hongkong Hotels at $120 closing in further request at this rate. Humphreys' Estates are procurable at $11½.

Cotton Mills.—Sales have been effected of Ewos at Tls. 79 while Internationals and Laou Kung Mows have both appreciated and continue in favour, the former at Tls. 65 and the latter at Tls. 8. Hongkong Cottons can be sold at $14½

Miscellaneous.—Green Island Cements were disposed of at $22½ closing with further sellers at this rate. China Borneos are stronger and have been fixed at $12. China Light and Powers are inquired for at $10½ and China Providents are also in fair demand at $9½. Hongkong Electrics are on the market at $14½ and Steam Waterboats are quoted at $8. Langkats have strengthened their position considerably and are now asked for at the improved rate of Tls. 240. We have nothing further to report under this heading.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/1
Do. demand	2/1 9/16
Do. 4 months' sight	2/1 13/16
France—Bank T.T.	2.67½
America—Bank T.T.	51½
Germany—Bank T.T.	2.17½
India T.T.	158½
Do. demand	159
Shanghai—Bank T.T.	72½
Singapore T.T.	9½ % prem.
Japan—Bank T.T.	104
Java—Bank T.T.	128½
Buying.	
4 months' sight L/C.	2/1 15/16
6 months' sight L/C.	2/2 1/16
30 days' sight San Francisco & New York	52½
4 months' sight do.	53
30 days' sight Sydney and Melbourne	2/2 3/16
4 months' sight France	2.72
6 months' sight "	2.73½
4 months' sight Germany	2.22
Bar Silver	56 9/16
Bank of England rate	3½ %
Sovereign	9.38

Intimations.

THE BRIGHT SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anæmia, Throat and Lung Troubles, and emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B. A., M. D., L. R. C. S., Edinburg,—L. R. C. P., London,—Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

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THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, W.C., England; Tobacco Manufacturers, has on the 8th day of May, 1906, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:—

in the name of BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 19th day of July, 1906.

DENNYS & BOWLEY, Solicitors for the Applicants.

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THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any 'irregularity' or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS, Secretary.

Hongkong, 6th July, 1906. [709

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905. [71

Intimations.

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for Instruction in COMMERCIAL, ENGINEERING, and SCIENCE SUBJECTS will be held at QUEEN'S COLLEGE, commencing WEDNESDAY, October 3rd.

Particulars and Prospectus may be obtained on application to the Undersigned or at the Registrar General's Office.

W. H. WILLIAMS, Organizing Secretary.

Hongkong, 16th August, 1906. [841

THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY CO., LTD.

TENDER on 5 First-class, 5 Second-class, and 10 Third-class COACHES, 2 BAGGAGE CARS and 20 DUMP CARS—Capacity 5 cubic yards. The Coaches are to be the same style as the First and Second-class Coaches of the Sam-shui Division with the exception of the length which will be 60 ft. over end sills.

The Third-class Coaches are to be the same as the Second-class Coaches of the Sam-shui Division with the exception of the interior finish and the seats to run longitudinally,—the sides and double centre seats. Bidders will be required to state the net cost and time of delivery Free alongside the wharf, Wong Sha. Tenders will be opened in the Head Office, Canton, on the 23rd day of August, 1906, at 11 A.M.

The Company reserves the right to reject any or all bids.

CHANG TO CHAI, President.

Canton, 9th August, 1906. [822

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED,

in the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work.

Address applications, giving training, references, experience and samples of work, to—

H. E. CHANG, President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited.

Canton, 15th August, 1906. [840

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908, 1909.

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—

GIBB, LIVINGSTON & Co., Hongkong.

Hongkong, 1st August, 1906. [790

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co., General Agents, Hongkong.

PORT WINE.

Direct Shipments from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO (Successors to Donna A. Ferreira).

Monopoly for China of THE WINE GROWERS SUPPLY CO.

Light Tawny (Brown Label)	$10.00	Per Doz. Case
White Tawny (Brown Label)	10.50	" "
Full Wine (Brown Label)	11.00	" "
White Tawny (White Label)	12.00	" "
Medium Tawny (Brown Label)	13.00	" "
Tawn (White Label)	14.00	" "
Tawn, 1887 Vintage, Selected Old Port	15.00	" "
Quinta da Granja, Selected Old Port	20.00	" "
Dry No. 3, Selected Old Port	25.00	" "
Quinta do Porto, Selected Old Port	30.00	" "
Dry No. 2, Selected Old Port	35.00	" "
Dry No. 1, Selected Old Port	50.00	" "

BARRETTO & Co., *Agents*, Nos. 22 & 24, Bank Buildings, Queen's Road Central.

Hongkong, 15th August, 1906. [10

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road; and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—$30 per annum

WEEKLY—$18 per annum

The rates per quarter and per mensem proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At No. 12, Arbuthnot Road, on the 18th August, 1906, the wife of CHARLES MOONEY, of a daughter. [846

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 18, 1906.

THE GOVERNOR-IN-COUNCIL AUTOCRACY.

Now that the New Territories are being opened up through the regenerative influences of railway development, interest has been aroused as to the prospects of this *terra incognita* from the point of view of the investor and the merchant. We have previously noted the fact that some of the most influential business men in the Colony have been at pains to prove to their own satisfaction at least that mineral deposits abound in the New Territories, and experienced prospectors who have explored the ground have given the assurance that the deposits are not confined to the surface but extend in well-defined lines through the strata of the district. Especially is this the case with respect to iron ore, which has been located, tested and found to exist in paying quantities. But the gradual extension of the railway accompanied as it is bound to be by the exploiting of the district for commercial and other purposes must lead to a consideration of the conditions under which land may be prospected and leased. The fact that the early prospectors found sufficient evidences of mineral wealth within the small area over which they travelled has not escaped the notice of that large body of people who are always on the outlook for profitable investments or favourable speculations. Indeed there is reason to believe that various parties have at different times made short journeys into the interior with the object of forming some idea as to the future of the New Territories. That all are convinced there is a bright prospect in front of those who are first on the field may be accepted as a fact. But even if there should be misgivings on the part of a few the opportunity afforded of participating in the development of the country will appeal to the majority of people. And in these days, the knowledge that mineral wealth has been located, and analysed to the satisfaction of the promoters of the prospecting excursions, is not likely to deter others from seeking a share in what may prove to be a new bonanza. For these reasons attention will be directed to the terms of the Ordinance which governs the searching for minerals and the leasing of lands. In June last a Bill was introduced into the Legislative Council "to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals." The Bill consisted of only five clauses and it passed the Council at two sittings. But although the Ordinance appears so simple at a first glance, a little consideration will show that it contains principles which are repugnant to British ideas of justice and fair play. In the first place, this Ordinance confers on the Governor, or the Governor-in-Council which is very much the same thing, the power to grant concessions to companies, syndicates or private individuals the right to prospect in the New Territories. And also empowers the Governor, or Governor-in-Council (the section is somewhat vague) to grant licences for the working of mines and minerals. There is no reference here to the opinion of the community. The whole matter rests in the hands of the Governor and a few officials who may or may not be swayed by private inclinations or private prejudices. For instance, should it come to the knowledge of some persons interested in the development of the New Territories that another party had decided to apply for mining rights over a certain area they might possibly make application for such rights in order to forestall their rivals. Should the latter also apply for the same rights it would rest with the Governor-in-Council to say which of the parties should be favoured by the Government. It may be said that the Governor-in-Council will endeavour to act in the most judicious manner in dealing with rival applications and keep in the forefront the advantages likely to be derived by the country from the entrance of the rival claimants. But there is always a bias in the mind, and should the Governor-in-Council grant an application to an alien syndicate for example, rather than to a company of British merchants, even the Governor-in-Council would not escape from the suspicion that there had been prejudice and double-dealing, not to say hanky-panky, somewhere. Of course, we all repose the utmost confidence in the Governor and those who advise him in these matters, but even the Governor is not omniscient, and in these matters there are wheels within wheels which might affect a decision one way or the other. The point is this that as the Ordinance stands it gives far too much power to the Governor-in-Council. It precludes honest competition and may deny a man the fruits of his labour. How can the Governor-in-Council, or any other body for that matter, which works behind closed doors and gingerly whispers secrets of vital importance to the community, how can the Governor-in-Council which has only an official view of affairs and cannot appraise the value of the arguments set before it because they are not open to be controverted give a decision which is absolutely fair and just in every case? Why should a concession be granted by a body with autocratic powers?—a body which is here to-day and gone to-morrow, and responsible to nobody but itself. What has the Governor-in-Council to do with leases at any rate? If a party desires a lease then let him bid for it in the public market. Let the competitors fight it out—at least, let everything be above board so that we may know how we stand. This hole-and-corner business is becoming a public nuisance in Hongkong. In ordinary cases the Government is quite content to put up Crown lands to public auction, and so far that system of open dealing seems to have worked without damage to anybody's interests. The question of the New Territories is vastly more important, and why such matters as leases of land in that district should be given at the whim of this or that official for no good reason, it may be, and possibly for no reason whatever, except some inward predilection for the applicant, it is impossible to say. The Governor-in-Council may be like Cæsar's wife for all we know, but even Cæsar's wife would be called to the bar of public opinion in these iconoclastic days. When the Ordinance which confers these illimitable powers on the Governor-in-Council first came before the Council members might have looked for the reasons for its introduction. If so, they read that: "The object of this Bill is fully stated in the title thereof"—and members could grope in the dark as they pleased. The fact is the only thing this Ordinance does is to make the Governor-in-Council supreme over the New Territories, with full powers to give or withhold, to confer a boon or withdraw a favour. The Sultan could scarcely claim more autocratic powers: the Tsar never possessed them. In the 4th section of the Ordinance it is laid down that: "It shall be lawful for the Governor to grant and agree to grant . . . such leases as may be declared by the Governor-in Council to be expedient to be granted for the purpose of working such mines, metals or minerals," etc. Why "the Governor" and not the "Governor-in-Council"? Was it purposely determined that the Governor should be in position to refuse, if necessary, his consent to the advice of the Executive Council? If the "Governor-in-Council" is to do everything else why should the "Governor-in-Council" be left out in the cold when it comes to the actual granting of leases, and that for no less a period than 75 years? The Ordinance is, on the face of it, an anomaly even in the vicious principle of government by bureaucracy. It is founded on the Star Chamber; we are to have in Hongkong another Council of Ten. Let the Government say at once that its mind is made up regardless of facts; that honest competition is not wanted, being effete, absurd, and contrary to official ideas. However, the law is there and the Government will stand by it rather than stultify itself. Under the Ordinance, the Governor-in-Council was empowered to frame regulations as to fees, rents and royalties to be paid in respect of licences and leases. These regulations appeared in the *Gazette* last week, and one of the regulations was that each mining lease should provide for the payment of a royalty in respect of each species of metal, etc., for which licences had been granted. It was also provided that the payment of such royalty should be at a rate not exceeding 5 per cent. of the estimated market value of the metal or mineral. To-day a *Gazette Extraordinary* announces that the rate for iron ore has been fixed at 10 cents per ton. That would seem to indicate the intention of the Government to put the Ordinance and regulations into force immediately. We can only say that we think it is to be much regretted that the Government has been led to adopt such miserably unsatisfactory methods in dealing with a matter which vitally concerns the development of the New Territories and the prosperity of Hongkong. There is not an unbiassed business man in Hongkong who does not adversely criticise the terms of the Ordinance.

THE HARBOUR NUISANCE.

The action of the Hon. Captain Barnes-Lawrence, R.N., in severely reprimanding the masters of several launches for the intolerable nuisance caused by the excessive and unnecessary use of their steam whistles will be universally endorsed. From early morn till dewy eve the harbour resounds with the ear-racking, nerve-destroying fulminations of vagabond launches. Even in the dead of night, when one might be inclined to think that the arabs of the bay could proceed without a continual variation of clamant discordancy, the hooting and shrieking of the whistles continue unabated. The masters of the steam launches seem to take a fiendish delight in piercing the stillness, and they have cultivated the art so assiduously that they can run up the whole gamut of discord without a single repetition. During the busy period of the day, the whistling is partly drowned by the hum of the city, but afterwards it is painfully patent. We all had the idea that there was some illegality in the perpetual clamour created by the launches, but we suffered in silence, although there must have been many an uncanonical sound stifled in private. Were it necessary that the launches should be continually emitting these raucous noises we might possibly endure them, but when we know that they are needless and unlawful the pain is all the more intense. Fortunately, the Harbour authorities have taken the matter in hand, and inaugurated a campaign against the disturbers of the peace. The masters of three launches were charged before the Harbour Master yesterday with "unlawfully using the steam whistles" of their launches. One of the defendants, it was stated, gave a couple of blasts when one only was necessary; another repeated his so-called signals out of pure joyousness of spirit; while the third man blew "long blasts" without rhyme or reason. Anyone who has stood on Blake Pier in the evening must have been struck by the happy heedlessness with which the masters of launches give vent to their feelings, through the medium of the steam whistles. They curse and swear at each other in the most atrocious fashion, and if there is no other launch or sampan in sight they deride the horizon. That sort of thing should be put down with a firm hand. The three men who came before the Harbour-master yesterday may consider themselves lucky in getting off so cheaply as they did. Captain Barnes-Lawrence will have the support of the community should he deal sternly with those who contravene the law by making night and day hideous with their steam whistles. It is to be hoped, however, that the owners and masters of steam launches will be informed of the Harbour-master's remarks, and abide in future by the letter of the law.

A HONGKONG "SCANDAL."

Once again Hongkong has risen nobly to the occasion. Afraid that the attention of the world would be diverted from the doings of the premier port of the world by the attractions of the Chicago meat-packing scandals, Hongkong has produced a meat episode of its very own. Better to be reviled than unnoticed is the motto of Hongkong, and accordingly our thoughts are now directed to pigs. Not the succulent variety or the fine, fat, fleshy pigs of the mainland, but the pigs which have refused to live in Hongkong. The question of pigs comes naturally to the mind in the Far East, for was it not in China that the beauties of "crackling" were first discovered? Consequently we leave to Chicago the honour of converting calves into pigeon pie while we seek to recall the wavering allegiance of the world to the fact that the pig question is all important in this outpost of the Empire. The "scandal" is truly serious, and were it not that people in Hongkong are of a phlegmatic cast of mind and afraid of the bogey of sensationalism it is quite possible that the question of serving up dead pig as prime pork would shake the Government to its base. The local authorities have built a very fine abattoir for the reception and slaughter of the Chinese defunct, but they demand that the pig shall arrive in the full possession of its faculties, in order that it may have all the advantages of modern science when about to shuffle off this mortal coil. But pigs are ever obstinate, and it occasionally happens that despite the best efforts of the owner, a pig will die a natural death, without the benefit of clergy, so to speak. In that event, the pig is regarded as an outcast, an unconsecrated heathen, unfit to grace the festive board of arisocratic Hongkong. Unfortunately, this depravity on the part of the pig means financial loss to the Chinese owner and a plan has been evolved whereby the pig shall be compelled to do its duty. The sanitary authorities, as usual, have laid down hard and fast rules on the subject of pigs; they declare that pigs which are to adorn the sideboards of our gentry must have spent 48 hours in the abattoir prior to the happy despatch, grumping up the sundry crusts and jetsam flung to it by the ever-anxious owner. Then having proved itself worthy, the pig may be sent on a fair journey after being stamped and ticketted with the official marks of grace. But when a pig refuses to live in sight of the abattoir the owner induces some friends to introduce the dead pig into the refuge so that its attempt to evade the stamp-duty may be thwarted. That is against the law, but the scheme is occasionally successful. Yesterday, however, a couple of coolies were detected at the game—probably the healthy, dutiful and straightforward grunters objected to the presence of an imposter. The coolies, who are little better than body-snatchers, were taken before the Magistrate and charged. Their defence was most conclusive of the malignity of pigs in general and this pig in particular. It did not realise that it was a pig in clover when it came to the abattoir and the sight of the Inspector shocked it. Indeed, it was shocked to death, or as the coolies put it—"When the Inspector approached the pig died." This was in utter and disgusting disregard of all the rules and regulations. The Magistrate was lenient—too lenient some may think, but perhaps Mr. Gompertz does not eat pork, or again he may have had an eye on the sensational aspect of the case. Because the pig wilfully and notoriously contravened the law, the coolies were fined $5 each. The Pig Inspector bravely endeavoured to show that the practice of dumping dead pigs was a common one, so here we have all the elements of a first-class, gold-mounted, silk-lined, triple-expansion world-upheaval. What becomes of the dead pigs? Are they converted into potted quail or stuffed snipe; or do they reappear as baby's food, nerve revivers, fat reducers or Kennedy Town kippers? That is the question of the day. Chicago may well look to its laurels, for Hongkong refuses to stand in the background. If there is to be a "scandal" then Hongkong must be heard on the subject.

LOCAL AND GENERAL.

THE German mail of the 18th July was delivered in London on the 17th inst.

HIS Excellency the Governor-in-Council has decided that the Mount Davis cemetery shall be closed on and after the 31st day of December, 1906.

DURING the 24 hours ended noon to-day one case, not fatal, of plague was reported, being that of a Chinaman in Nullah Lane. This makes the total for the year 889.

THE Governor has fixed the rate at which royalties are to be paid for the remainder of the current year in respect of iron ore at 10 cents for every ton of ore when ready for exportation or for smelting or reducing.

A JAPANESE named Taka Hoshi, of 133, Queen's Road East, was placed before Mr. H. H. J. Gompertz, at the Police Court, this morning, by Policeman Downie, for being drunk and disorderly near Ship Street, last evening. The defended pleaded guilty and was fined $5.

THE NEW K. C.

COURT CONGRATULATIONS.

When his Honour the Chief Justice, Sir Francis Piggott, took his seat in the Criminal Sessions Court this morning, before proceeding with the business before the Court, addressing the Hon. Sir Henry Berkeley, K.C., Attorney-General, he said that this was the first occasion on which the Court had met since His Majesty had been graciously pleased to confer on the Hon. the Attorney-General the dignity of the appointment of King's Counsel. It was, perhaps, somewhat "gilding the rose," said his Honour, but it was an honour which was well bestowed. It had been the custom here that the Attorney-General need not necessarily hold the title of King's Counsel, and therefore the honour was the greater, and his Honour wished to congratulate the Hon. the Attorney-General on the dignity conferred upon him by His Majesty.

The Hon. Sir Henry Berkeley, K.C., thanked his Honour for his kind words, and the business of the Court proceeded.

THE THIRSTY POLICEMAN.

A COSTLY "WET."

The roasting thirst which Indian policeman No. 878 had yesterday landed him before Mr. F. A. Hazeland this morning. He was on duty on the Peak Road yesterday when he saw a coolie coming in his direction with two baskets of mineral waters slung across his shoulder on a bamboo pole. He could hold his thirst no longer so he approached the coolie and begged for a bottle of soda water. The coolie replied that the minerals were not his property; if they were the officer was welcome to the whole basket; and he proceeded on his way. The policeman went after the coolie, snatched the order-book out of the basket and banged the coolie over the head with it, knocking him down. Naturally the basket of minerals fell to the ground too and nine bottles of soda exploded. The Indian went on his way and the coolie returned to "Blue Bungalow," the Peak, and reported the matter to his mistress, giving the number of the policeman. The mistress wrote to the Captain Superintendent of Police about the matter and the policeman was charged. He was placed before Mr. F. A. Hazeland this morning, by Inspector Warnock, on a charge of assault. The defendant, of course, denied the charge; he did not know the coolie, never saw him during his residence in the Colony, and such like excuses, but the Court held him guilty of the charge. He was made to pay a fine of $25, and the coolie instructed that in case the policeman give him any trouble in the future he was to complain to the police.

THE BILL POSTING NUISANCE.

POLICE ON THE WARPATH.

Inspector Smith placed two Chinamen before Mr. F. A. Hazeland, at the Magistracy, this morning, on a charge of affixing posters on the walls of the old harbour office, early this morning, without the consent of the Government. The manner in which the defendants were arrested was very amusing. The police say that the bill-posters start work very early in the morning and leave traces of their visits even on walls that bear the sign, "Post No Bills." They start at an early hour simply because they think there is no one about to interfere with them. This morning, while an Indian policeman was passing the old harbour office, he noticed a coolie on the top of a ladder in the act of posting an immense Japanese poster, while a small boy was looking on with another bundle under his arm. When he saw the police he cleared, but the man on the top of the ladder was too busy to see that. The policeman approached the ladder and told the bill-poster to come down. He declined. The policeman pulled away the ladder from under the Chinaman and left him hanging by his hands on the ledge of the wall, while the brush which he held in one hand for sticking the poster, dropped on the upturned face of the policeman, leaving his face covered with paste. The Chinaman was then dragged down by the legs. The bill posting nuisance not only annoys the public but the police come in for a share of it. Some time last week a huge poster was affixed to the notice board of No. 5 Police Station covering important notices on the board. The defendants pleaded guilty, saying that they did not know the law. His Worship fined the bill-poster $5, and the little boy, who took to his heels when he saw the policeman, was discharged with a caution.

TENDERS are invited for the erection of a Time Ball Tower at Blackhead's Point, Kowloon.

AT the instance of Lance-sergeant Clyde, eight chair coolies were placed before Mr. H. H. J. Gompertz, at the Magistracy, this morning, charged with keeping a common gaming house at No. 2, Ezra Lane, last night, and gambling on the premises. The charge being proved, his Worship fined the leader $25, and the remainder $3 each.

A PLOT of land at Kai Lung Wan having an area of about 12 acres with the following boundaries:—north: Farm Lots 14 and 15 and the Jubilee and Pokfulam Roads; south: the present Kai Lung Wan cemetery; east: the Pokfulam Road; west: Farm Lot 15, has been set apart for a Chinese cemetery from 1st January next.

OUR readers are reminded of the Volunteer Promenade Concert which takes place this evening on the Volunteer parade ground. As this concert is being given in aid of the Mission to Seamen, a very deserving object, it is hoped that there will be a large attendance—especially as the weather conditions appear to give every promise of being favourable.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

ANOTHER LAUNCH PIRATED.

TWENTY PASSENGERS WOUNDED.

PIRATES SECURE VALUABLE BOOTY.

[*From Our Own Correspondent and by Arrangement with the* CANTON DAILY NEWS.]

Canton, 17th August, 6.20 p.m.

The steamer *Kaiping* was attacked by a gang of pirates on Wednesday, 15th inst.

Thirty passengers, who had embarked on the vessel, suddenly revealed their true character, when the *Kaiping* was opposite Kaichuhou.

Several of those on board attempted to overpower the pirates, with the result that a sharp fight took place.

Twenty of the passengers and crew were wounded in the melée.

The piratical gang ransacked the *Kaiping* and, when they had collected their booty, it was passed into two small boats which were in waiting.

It is rumoured that the pirates succeeded in carrying off money and goods to the value of 6,000 taels.

"KAIPING" LOOTED.

THREE PASSENGERS KIDNAPPED.

SHARP FIGHTING ON BOARD.

[*From Our Own Correspondent, by Letter.*]

Canton, 17th August.

The steam launch *Kaiping* left Canton at 5 p.m., on the 15th inst., on her usual voyage to Siu Lam.

When she arrived in the vicinity of Ang Ko Chui, near Yung Ki, a gang of pirates numbering ten or twelve, boarded the launch.

The passengers showed fight, but the pirates being well armed and desperate beat down all opposition.

Three of the passengers were kidnapped, and, so far as I can learn at present, two were wounded.

The pirates made a thorough search of the *Kaiping* for money and valuables which they carried away.

When the pirates had disappeared, a report of the occurrence was made to the Commissioner of Customs. The *Kaiping* was stopped running on her usual journeys next day.

FURTHER PARTICULARS.

AN UNOFFICIAL STATEMENT.

The *Kaiping*, says our contemporary in Canton to-day, is a passenger boat running between Canton and Heungshan. Her Canton agents are Patell & Co. The *Kaiping* left Canton about 1 o'clock on the 15th on her usual trip with about 100 passengers on board. She also picked up more passengers en route. Just before dark, the pirates about 20 in number, some of whom had come on board at Canton and the remainder at Lim Fa, near Siu Lam, suddenly started the attack. Some went to the engine room and others to the upper deck. In the melée that ensued a fireman was shot through the chest and the Chinese chief officer through both legs. The two men are now at the medical hospital in Canton where the chief officer has had to have a leg amputated and the fireman is not expected to live. The pirates seized about 4,000 dollars in hard cash and also kidnapped 3 young men, rich men's sons, from whom no doubt they will expect a heavy ransom. They then ran the launch on to a sandbank and decamped. Some time later a Chinese gunboat that was passing towed her back into the channel and she continued her journey.

SHIPPING AND MAILS.

MAILS DUE.

French (*Polynesien*) 20th inst.
English (*Oceana*) 21st inst., 6 p.m.
German (*Prinz Waldemar*) 27th inst.
Australian (*Changsha*) 1st prox.
Canadian (*Empress of Japan*) 4th prox.

The E. & A. s.s. *Empire* arrived at Sydney on 17th inst.

The s.s. *Bencleuch* from London &c. sailed from Singapore on 11th inst., and is due here on 22nd inst.

The Great Northern s.s. *Minnesota* is expected to leave Shanghai on 23rd inst., and arrive here on 26th inst.

The Imperial German Mail s.s. *Prinz Sigismund*, which left here on 24th ult., arrived at Sydney on 16th inst., at 7 p.m.

The Great Northern s.s. *Minnesota* from Seattle sailed from Kobe for Hongkong *via* Shanghai on 16th inst., at 10 p.m.

The N. Y. K. European Line s.s. *Wakasa Maru* left Shanghai for this port on 17th inst., and is expected here on 20th inst.

The P. & O. S. N. Co.'s s.s. *Oceana* left Singapore for this port on 17th inst., at 1 p.m., with the outward English Mails, and is due here on 21st inst., at 6 p.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RUSSO-CHINESE FRONTIERS.

BRITISH AND AMERICAN ADVICE.

SUGGESTED ESTABLISHMENT OF CUSTOMS STATIONS.

[*From Our Own Correspondent.*]

Shanghai, 18th August, 2 p.m.

The diplomatic representatives of Great Britain and the United States in Peking have sent communications to the Waiwupu advising the Chinese Government to establish Customs stations on the Russo-Chinese frontiers.

[*Reuter's.*]

Greece and Bulgaria.

LONDON, 16th August.

The latest news from Sofia states that the Bulgarians accuse the Greeks of causing the trouble at Anchialos by attempting to break up a meeting of Bulgarians. The Greek Bishop, who was supposed to have been burned, has been found hiding, and has been arrested for inciting the outbreak.

American Purchases of Silver.

The Washington Government has purchased 50,000 oz. of silver, 999 fine, at 66.62 cents.

Russian Poland.

The revolutionists at Warsaw have attempted an organised massacre of the police and the infantry patrols, 45 of whom were killed and wounded by bombs and revolvers.

The troops replied by volleys, killing and wounding 145, and cleared the streets at the point of the bayonet.

A similar outbreak occurred at Lodz.

Later.

Warsaw and the neighbouring towns of Plock and Radom are in a state of panic owing to the frightful scenes of yesterday.

The sudden simultaneous attacks by terrorist bands show the widespread and preconcerted character of the movement.

The troops were hastily called out and volleyed in every direction.

The killed and wounded included numbers of innocent persons. There were 226 casualties in Warsaw on Wednesday.

A FORGETFUL COMPLAINANT.

NUISANCE TO THE POLICE.

Yesterday morning, a case was called on before Mr. F. A. Hazland, at he Magistracy, in which one A. R. Soonderam had charged a ricksha coolie with demanding more than his legal fare. The complainant not being present, the case, under ordinary circumstances, would have been dismissed. But Inspector Gourlay, who was in charge of the case, asked for a remand as he desired to have the plaintiff present. There were too many of these cases where coolies and hawkers were charged, and then at the trial no plaintiff appeared, thus putting the Police to a lot of unnecessary trouble, besides rendering the defendants quite callous, in view of the many charges which on that account, had to be abandoned, the delinquents getting off scott free. His Worship granted the adjournment, and, warned by Inspector Gourlay, Soonderam appeared in Court this morning. Asked why he neglected to attend yesterday he said he forgot all about it—an excuse entirely unacceptable to the Court. The case was then proceeded with and complainant stated that he engaged the defendant's ricksha at Arsenal Street and went to the Wanchai market. Arriving there he tendered the coolie a 10-cent piece and asked for 15 cents change, five cents being the recognized fare for that distance. The coolie gave him a five-cent piece and a German coin, closely resembling a ten-cent piece in size. Complainant demanded local coin when the coolie declared he had none. He was then taken to No. 2 Police Station, and the circumstances explained to Sergeant Baker, then in charge, when the coolie was searched and four Hongkong ten-cent pieces found on his person. He had nothing to say. His Worship said no charge could be made against the coolie for demanding more than his legal fare, as there was no evidence to show that he had attempted to do so, but he would fine him $3 for misconduct.

WATER POLO SHIELD COMPETITION.

The 87th Co., R. G. A., won by 11 goals to *nil* against the "G" Co., R. W. K., yesterday afternoon. The "A" team, V. R. C., won by 9 goals to *nil* against the Band, R. W. K., yesterday afternoon.

In the friendly match played yesterday afternoon, at the V. R. C., between a picked V. R. C. team and the Eastern Extension Telegraph staff, the former won by 7 goals to *nil*. The Telegraph staff have some very strong swimmers, but they do not understand the game very well.

The Royal Hongkong Yacht Club are playing the Royal Engineers on Monday, 27th inst. The Band, R. W. K., are playing the "B" team, V. R. C., on Monday, 21st inst., at 5.30 p.m.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ANNUAL MEETING.

The eighty-second ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon to-day. Mr. Armin Haupt, chairman of directors, presided; and there were present: Messrs. G. H. Medhurst, E. Goetz, Hon. Mr. W. J. Gresson, Messrs. C. R. Lenzmann, D. M. Nissim, A. J. Raymond, N. A. Siebs, H. A. W. Slade and H. E. Tomkins (directors); Mr. H. R. R. Hunter (acting chief manager), Messrs. E. C. Ray, H. N. Mody, A. Hancock, E. Georg, C. W. May, J. C. Peter, R. R. Hynd, D. Forbes, A. F. Warrack, C. J. Gonsalves, K. D. Gazdar, Lo Cheung Shiu, Ho Kom Tong, Cheung Pui Kai, A. Scott, F. G. Schroter, A. G. Wood, J. J. Leiria, G. L. Tomlin, W. H. Ray, W. H. Potts, E. J. Barrett, S. Hancock, W. H. T. Davies, Hon. Mr. E. A. Hewett, Messrs. Murray Stewart, H. Percy Smith, W. H. Wickham, B. Layton, Donald Forbes, J. A. Jupp, and O. Von der Heyde.

THE CHAIRMAN'S ADDRESS.

The Acting Chief Manager read the notice convening the meeting, and the Chairman having read the report said:—Gentlemen,—It is my pleasing duty to address you on a Report which I think you will all agree is a most satisfactory one, and I hope you will approve of our recommendation to distribute the profits in paying a Dividend of £0.15/- per share, placing $750,000 to Silver Reserve Fund, and carrying forward the balance of £1,712,472.37.

Comparing the Balance Sheet with that of the 31st December last we find that, as usual in the June half-year, our Notes in Circulation are less; There is a reduction of $47 lacs. Gold and Silver current accounts show comparatively little change. Fixed Deposits in Gold show a small increase; those in Silver are lower by $38 lacs. These reductions are reflected on the other side of the account. Our Cash at $411 lacs is $62 lacs less, but, as security for an excess Note Circulation of $48 lacs, we have in addition $85 lacs of coin deposited with the Hongkong Government.

Bills Payable show a reduction of $59½ lacs due to the fact that we had no Call Loans outstanding. It suited us to take advantage of a favourable discount market. In this connection you will observe that Bills of Exchange rediscounted, outstanding on 30th June, amounted to £5,150,877 8. 10. This is an increase of £744,098. 11. 2 compared with 31st December. With the increase in these figures we see a reduction of $129 lacs in Bills Receivable. Against $62 lacs of Bullion in Hand and in Transit on 31st December we now show only $9 lacs. During the six months under review China has required to import little or no Silver. Bills Discounted, Loans and Credits have increased $28 lacs. Indian Government Rupee paper, Consols and other securities stand at $9,624,706.87 as against $11,944,370.38 in the previous balance sheet. Bank Premises Account has increased from $1,107,110.54 to $1,379,392.36. As you are all aware our building here in Hongkong is no longer large enough for our requirements. In the meantime we are making structural alterations to give us immediate relief, and, to provide for the future, your Directors deemed it advisable to acquire the block immediately to the West of our present building and to the North of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in Sourabaya. The building is in course of erection.

We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2½% Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to $10,013,952.54 at current rate of exchange.

As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at $10,250,000 or $½ lacs more than our Capital.

Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and the management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves. (Applause.) It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval. (Applause.)

Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of large amounts in protected and fixed currencies, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £10,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite duller trade during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves.

When we met you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This however has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of Copper Cash and Silver Subsidiary Coins by the Provincial Governments in China is also responsible in no small degree for the present depression; the natural result being a serious curtailment in the purchasing power of these coins. It is satisfactory however to note that the Central Government is now alive to the danger involved, so far as the minting of Copper Cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the Canton Mint. Notwithstanding these adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still, we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next.

We have to deplore the serious earthquake at San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss and our business has been carried on without interruption, thanks to the energy of our agent. (Applause.)

It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager.

Our Chief Manager Mr. J. R. M. Smith left for Europe on furlough on the 30th May; we expect him back early next year. During his four years' management Mr. Smith has enabled us to place before you a succession of splendid Reports. (Applause.) Increased returns to Shareholders and the strong position our Bank is in to-day, testify more eloquently than I can to his unsparing devotion to our interest, and your Directors are glad of this opportunity to record their high appreciation of his services and also of those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved. (Applause.)

Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence. (Applause.)

Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions.

There being no questions I beg to propose the adoption of the report and accounts as presented.

HON. MR. E. A. HEWETT SECONDS.

The Hon. Mr. E. A. Hewett, in seconding the adoption of the report and accounts, remarked that after the very lucid explanation which had been given by the Chairman little remained to be said. In view of the manner in which the meeting had received the statement with regard to the building up of the reserve fund it was quite unnecessary for him to say that he felt the very sound policy adopted by the Bank for many years past would meet with the entire approval of the shareholders.—(Applause). With regard to the matter of property the Bank had followed a very sound principle and it was a further illustration, if one were required, of the increasing needs of the Bank owing to the increasing business. It was to be trusted that the Chinese Government would give attention to the coinage question. Many representations had been made to that Government of late years on that subject both by the diplomatic and commercial bodies in China; it was to be hoped that these representations would take effect very shortly. The existing system constituted a serious danger to the Empire and all those connected with the prosperity of the country. He was sure they would all endorse the remarks of the Chairman as to their regret at the death of Mr. Bevis who had been for so long connected with the Bank and had rendered faithful service to it. He had been associated with the Bank for a very long period and to many of them he was a warm personal friend. The only other point to which he wished to refer was that regarding the Chief Manager Mr. Smith. It was very satisfactory to find that the Chief Manager had been able to produce so satisfactory reports, and that the business enabled him to give increasingly satisfactory reports (applause). He begged to second the adoption of the report and accounts.

The report and accounts were unanimously adopted.

Mr. Stewart said he had pleasure in proposing the confirmation of the appointments of Mr. H. E. Tomkins and the Hon. Mr. W. J. Gresson as directors.

Mr. Davis seconded, and the motion was unanimously carried.

The Chairman: That is all the business of the meeting. Dividend warrants will be ready on Monday.

Mr. E. C. Ray: I am sure you will all join with me in passing a hearty vote of thanks to the Directors, the Chief Manager, and the staff generally for the very full account they have rendered to us to-day (applause).

The Chairman: On behalf of the Directors and the members of the staff I thank you for your kind words (applause)

The proceedings then ended.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 18th at 11.35 a.—The barometer has fallen slightly at all stations to the southward of Shanghai.

The lowest pressure is over N. China, and the highest over the N. part of the China Sea. It is normal over the Philippines, slightly above over the S. Coast of China and Formosa, and about 0.1 inch in defect over the E. Coast of China.

Gradients are slight, and light to moderate S. and S.W. winds are indicated along the China Coast, and light variable winds over the China Sea.

Returns from N. China and Japan are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, S.W. winds, light; fine.

2.—Formosa Channel, S. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE OPIUM FARM.

A SIGNIFICANT MODIFICATION.

In a *Government Gazette Extraordinary* issued this forenoon, it is notified that His Excellency the Governor-in-Council has been pleased to amend the form of grant of the Hongkong Opium Farm, published in Government Notification, No. 439, of the 23rd May, 1906, by adding the following provisions:—

"Provided always that in the event of the exportation of raw opium from India being so restricted during the term hereby granted, as in the opinion of the Governor-in-Council seriously to affect the business of the grantee, the onus of proof whereof shall rest on the grantee, the Governor-in-Council upon the application of the grantee, shall reduce the rent payable under this grant to such an extent or may modify the terms of this grant in such other manner as to the Governor-in-Council may seem equitable.

"Provided also that in the event of the exportation of raw opium from India being prohibited during the term hereby granted and the grantee not being able to procure sufficient opium for boiling the grantee may give notice to the Governor-in-Council of his desire to surrender this grant, and, if, in the opinion of the Governor-in-Council, such prohibition seriously affects the business of the grantee, the onus of proof whereof shall rest on the grantee, the Governor-in-Council shall thereupon, or so soon thereafter, as he may deem desirable, cancel the same. Nothing in the two preceding provisos is to be taken to mean that an alteration in the quantity of opium exported from India is to be accepted as *prima facie* evidence that the Farmer is entitled to a reduction of rent or to a modification of the terms of this grant."

CANTON FESTIVITIES.

CELEBRATING THE EMPEROR'S BIRTHDAY.

[*From Our Own Correspondent.*]

Canton, 17th August.

The 26th of the 6th moon, being the Emperor's birthday, not only the officials kept up the occasion, but also all the schools and colleges had a holiday, numerous business houses closed for the day, and hoisted the dragon flag, out of respect to the Emperor. The Nam Hoi gave a feast to all those under him, and distributed money among the prisoners.

DISASTROUS FIRE.

At 4 p.m., on the 15th instant, a fire broke out in Sin Chai Street of Tai Kong Hui, near Sai Chin. As a result of the conflagration hundreds of houses were gutted. It is reported that the fire was caused by incendiaries.

CRIMINAL SESSIONS.

HIGHWAY ROBBERY.

The August Criminal Sessions were held this morning at the Supreme Court, his Honour Sir Francis Piggott, Chief Justice, presiding, when Pung Kang, an unemployed coolie, was charged with robbery on the road between Stanley and Shaukiwan. Hon. Sir Henry Berkeley, K.C., Attorney-General, instructed by Mr. G. H. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, prosecuted, prisoner being undefended.

The following jurymen were impanelled: Messrs. Thomas Skinner (foreman), Ezekiel Abraham, George Duncan, T. C. Dowling, T. G. Turnbull, S. A. Seth, and J. H. Seth.

The Hon. the Attorney-General said that the accused was charged with committing highway robbery.

It was alleged that the prisoner, with two others, stole from their victim one umbrella, four articles of clothing, and $1.60 in cash. The victim with a friend were going along the road from Stanley to Shaukiwan, on Sunday, the 29th ulto., when three men rushed out from behind some trees and sprang upon them and told them to throw up their hands. The men were unarmed. They went through the complainant's pockets, but finding nothing of any value, they made them take off all their clothing, one of the men giving them a piece of old sacking to wrap round their loins. In the pocket of the second man was $1.60. After robbing them of everything they had the robbers made off in the direction of the hills, and disappeared. A few days after the first complainant met one of the men on the road; he identified him as one of the robbers, and furthermore at the time he was carrying complainant's umbrella. Complainant then called a constable and had the man arrested. The others had not been found. Evidence was then adduced in corroboration of the above statement.

The evidence having been heard, his Honour very briefly summed up, pointing out that the case was a very clear one, and the jury, without retiring, returned a unanimous verdict of guilty against the prisoner, who was then sentenced to three years' imprisonment, with hard labour.

The Criminal Sessions Court then adjourned until Monday next, at 10.30 a.m.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

12 Noon.

Buyers:—Hongkong Fires $320, China Fires $91, HK., C., and M. Steamboats $27, Indo-Chinas $73½, China and Manilas $21½, Shell Transports 27/-, Raubs $½, Shanghai Docks Tls. 97, Hongkew Wharfs Tls. 74½, West Points $49, Hongkong Hotels $120, Cottons $15, China Providents $9.25, Dairy Farms $17, Tramways $235, Ices $236, China Lights $10½, Watsons $15.

Sellers:—Unions $8:0, Canton Insurances $330, China Sugars $147½, Hongkong Docks $152, West Points $50, Cements $22½, Electrics $15, Ropes $29.

Sales:—Hongkong Banks $850, Unions $800, Hongkong Lands $110, Borneos $12.

Nominal:—National Banks $47, Douglases $47, Kowloon Wharfs $106, Humphreys Estates $11½, Powells $10½.

THE "SAINAM" TRAGEDY.

PIRATE LEADER CAPTURED IN CANTON.

The *Canton Daily News* of to-day's date says:—After a reward of $1,000 had been offered, the leader of the pirates who robbed the *Sainam* was captured in an armed house in the old city. The capture was effected by a soldier who had also captured a notorious character some time before. He has been paid the large reward offered, and it is hoped has set an example of what assiduity can do.

To-day's Advertisements.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

For	Steamers	To sail
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
* GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & L'POOL	"KINTUCK" †	30th "

* Taking Cargo for Liverpool at London Rates.
† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
	"NINGCHOW"	29th September.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
SHANGHAI	"YOCHOW" †	21st August.
CHEFOO and NEWCHWANG	"LIANGCHOW" †	21st "
TAMSUI	"TIENTSIN"	23rd "
CEBU and ILOILO	"SUNGKIANG" *	25th "
TIENTSIN	"KWEICHOW" †	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN" * ‡	27th "

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 15th August, 1906. [8

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906. [70

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1906 [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

Steamers.	Destinations.	To sail
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

SPEZIA, Capt. Malchow	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th August.
*SILESIA, Capt. Bahle	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA, Capt. Neumann	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA, Capt. v. Döhren	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA, Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA, Capt. Schoenfeldt	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

DAPHNE	NAGASAKI AND VLADIVOSTOCK	End of August, Freight and Passengers.
‡ LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
‡ KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked ‡ to

SIEMSSEN & CO.

Hongkong, 18th August, 1906. [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN VIA SWATOW & CHEFOO	*CHIPSHING**	MONDAY, 20th August, 4 P.M.
S'PORE, SAMARANG & SOURABAYA	*CHUNSANG*	TUESDAY, 21st August, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*LAISANG**	WEDNESDAY, 22nd August, 3 P.M.
SHANGHAI	*FOOSHING* †	WEDNESDAY, 22nd August, 4 P.M.
MANILA	*LOONGSANG**	FRIDAY, 24th August, 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 18th August, 1906. [6

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.
"ARABIA"	4,483	Metzenthin	——

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

16] S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above, on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906. [801

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butchart, will be despatched for the above Ports, on or about the 4th September.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th August, 1906. [810

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"TONAWANDA"

will be despatched for the above Ports, on or about the 27th instant.

For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906. [813

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR Steamship Service between HONGKONG and CALLAO and IQUIQUE, VIA JAPAN PORTS.

"GLENFARG," 4,000 tons,

sails on SATURDAY, September 1st, at Noon.

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to
K. MATSDA,
Manager,
York Building.

Hongkong, 18th August, 1906. [848

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Broc, will be despatched as above, on or about MONDAY, the 20th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 13th August, 1906. [11

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or about the 20th of September.

For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906. [845

Consignees.

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Porzelius, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th August 1906 [843

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 9 A.M., the 13th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 16th August, 1906. [6

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th August, 1906. [834

NORDDEUTSCHER LLOYD, BREMEN.
THE EAST ASIATIC CO., LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 14th August, 1906. [2

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Theraplon, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Velpeau, Maisonneuve, the well-known Algerine, and indeed by all those who are qualified as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it for some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy, we think there is no doubt. From the time of Aristotle downwards, a potent agent in the control of these diseases has (like the famed philosopher's stone) been the object of search of some of the generous minds; and far beyond the mere idea of such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the patient given the knowledge, of a second party, the presence of acquired or inherited disease in all their virulent forms as to leave no taint or trace behind. Such is The New French Remedy Theraplon, which must certainly rank with, if not take precedence of, many of the discoveries of our day, about which so little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Theraplon may be obtained in England direct from the proprietor, and of the principal Chemists and Druggists throughout the Colonies, India, China, Japan, &c., not even excluding such remote places as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY

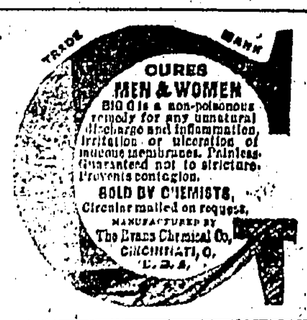
Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [Q

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903



JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS.

THEY contain 20 % of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. An essential food for those who abstain from meat. They are made in three varieties:—

Sweet, Plain, (Unsweetened) Wholemeal.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th June, 1906. [64

THE DIAMOND-DIGGERS.

THE GAMBLERS OF THE VAAL.

Away down in the extreme south-west corner of the Transvaal, in a district which, until the opening of the Klerksdorp-Fourteen Streams Railway, lay far out of the track of the ordinary traveller, there exists a curious little industry. The diamond diggers of the Vaal are found in a backwater of South African life. At long intervals the outer world hears of some exceptional success, but it knows nothing of the failures. The great financial schemers have no time for the men who poke about in the bed of a river to find a few stones. But the spot is full of interest, and after the parched Rand a ramble by the broad river which has played so important a part in the history of South Africa makes a welcome change.

The camp of the diggers makes a picturesque scene in the early morning. In the marvellously clear air and glorious sunshine of the beginnings of South African day, there is a certain promise of romance; a tinge of adventure brightens the most prosaic journey. The breadth of the Vaal between Christiana on the Transvaal bank and Zoutpan's Drift on the Orange River shore is always beautiful, but in the clear-cut brilliance of early morning, as in the softer glow of the setting sun, there is an added attraction. The waters, though daily growing lower, so that the white post which marks the height of the flood time now stands three or four feet above the level of the stream, sparkle in the sunshine, a few houses nestle among the trees, and away as far as the eye can see stretches the great, sun-yellowed, and almost treeless, part of the expanse of apparently wasted land through which the Diamond Express now rushes for hour after hour. A silent, lonely land, striking on account of its immensity.

But here on the Vaal, at seven o'clock in the morning, all is activity. The bronzed, taciturn ferryman laboriously rows over the heaviest loads of the day, his rough plank craft deep in the water. The river diggers who live in Christiana are crossing to the Orangia bank; those who dwell close to their work in the tended camp, which extends up stream for half a mile from the Drift, are taking a hasty breakfast before commencing on another day's gamble which may leave them with a full purse or only an increased load of anxiety. For, after all, the diamond-digger of the Vaal is a gambler—and no gambler ever worked harder for his gains.

Cross the placid water by the weir and inspect the little groups now starting work almost in the bed of the river. There are probably three or four hundred men digging in the mud and stones which lie beneath the reeds. A large proportion are white men, clad in mud-spattered clothes, with browned face and arms. They have excavated huge pits in the low ground left dry by the falling river; some are so close to the water that they have had to erect semi-circular dams to keep the stream from flooding the work. During the night two or three feet of water has risen in the diggings, and the first task is to bale out the pits. The more enterprising—or rather, those with capital—have purchased California pumps, an innovation introduced by Mr. Hamilton, the biggest digger on the field, some months ago. At first failure was predicted for the somewhat flimsy-looking arrangements of wood and canvas, and a throng of men came out to see their predictions verified But it was a victory for science. The "new fangled" idea caught on, and half a dozen are in use to-day, for they empty a pit in an eighth of the time it would take a bunch of boys with buckets. Many of the diggers, however, could not afford the outlay, and to-day you see the white man—who is supposed not to work in this happy land—standing knee-deep in water and mud, doing "nigger's work."

After the pits have been got fairly dry the mud and gravel are dug up and handed in buckets to the "baby." From this swinging sieve the finer gravel emerges, and this is again carefully washed; and then comes the sorting, when the keen eye of the digger soon picks out any diamonds which have been brought up. But the stones so painfully looked for are few and far between, and often the men will plod on for days and even weeks without the slightest reward

It is hard work as the sun grows hotter, and after a run of bad luck even the natural optimism of the river digger fades, and he thinks of throwing up his task. But luck has a strange way of coming at the last moment. That middle-aged digger over there—a man who employs a respectable-sized gang of boys—was only recently on the verge of giving in. A run of blank weeks had eaten away his capital. His boys were unpaid. He could hardly force himself to remain on the bank and go through the endless washing, always finding nothing. At last he decided to "chuck it." Some of his gear was actually removed, when suddenly he found a stone which he sold for £120. The gear was put back, and the digger is still tempting fortune on the banks of the Vaal. Over there is a Manchester man with his "chum." The former is an educated man, formerly an accountant. They have native labour, but do the whole of the rough work themselves. A few days ago they were literally existing upon mealie pap. Then two small stones were found, and to-day they are again eating white man's food. Many a curious history could be told by the diamond-diggers of the Vaal. Here are men who have travelled over half the globe, always driven onward by the passion of finding the wealth which Nature hides so cleverly. Hope leads them ever onward, like a will o' the wisp. Another blank day, to-day? Never mind, there is to-morrow; and then, perhaps —Alas! an old digger told me that only five per cent. of the diggers ever do even moderately well. In most cases, those who have luck squander in a few hours the windfall of a minute.

But there is trouble brewing on the banks of the sunny Vaal You notice that, although there are evidences of past digging on the Transvaal shore, all the diggers have removed to the Orange River Colony bank. This is not because the Zoutpan's Drift side is the richer. The bend of the stream on the Christiana side is believed to contain far the greater wealth. During the little work that was done there a stone of 33 carats, which was sold on the spot for £472, was discovered; whilst, in all the digging on the opposite shore, the biggest diamond has been 19½ carats, the sale price being £120. But further licences for the Transvaal side have been refused. It has been ruled that the bed of the river is Crown Land This necessitates its formal proclamation by the Government, and there will be considerable delay before this can be done.

The sequel is likely to be trouble. As the river falls there will be a great influx of diggers from other parts of the river, as well as from the Rand. A thousand are said to be coming down. These men will find the O.R.C. bank fairly filled up, and yet before their eyes a potential Eldorado, which, for some reason they cannot fathom, is a Closed Land. The danger is—and it is not a remote one—that the diggers will defy the law and descend into the bed of the river, as soon as the water is low enough, and begin work. Once established there it will be hard to get them to shift, and some people on the spot already mention the word riot. It certainly seems desirable that the men should be allowed to work, even if there is a technical breach of the law. The diggings realise between £1,000 and £1,100 a month in diamonds, and the trade which results keeps Christiana, which is the seventh or eighth largest town in the Transvaal, solvent. The season is a short one, and the rains may come in October or November and stop all work. Unless some action is taken the season will be lost, and the town and the diggers will be reduced to serious straits. In fact, the little industry on the Vaal is threatened with ruin—strangled by red tape So, to-day, there is discontent in the tents and mud-huts, and the river diggers threaten to possess the land they regard as theirs whether the formal sanction is given or not.—L. E. N. in *Pall Mall Gazette.*

Shipping.

Arrivals.

Masan Maru, Jap. s.s., 1,244, S. Tagami, 17th Aug.,—Swatow 16th Aug., Gen.—O. S. K.

Spezia, Ger. s.s., 4,148, Malchow, 17th Aug.—Shanghai 14th Aug., Gen.—H. A. L.

Kohsichang, Ger. s.s., 2,094, C. Rosiefsky, 17th Aug.,—Bangkok and Kohsichang 10th Aug., Gen.—B. & S.

Loyal, Ger. s.s., 1,237, F. Natzins, 17th Aug., —Iloilo 12th Aug., Sugar and Wood.—S., W. & Co.

Socotra, Br. s.s., 3,896, W. R. F. Hickey, 18th Aug.,—Antwerp 1st July, and Singapore 13th Aug., Gen.—P. & O. S. N. Co.

Haiching, Br. s.s., 1,262, A. E. Hodgins, 18th Aug.,—Foochow 15th Aug., Amoy 16th, and Swatow 17th, Gen.—D., L. & Co.

Holstein, Ger. s.s., 1,145, A. Niejahr, 18th Aug.,—Apia 27th July, Ballast.—J. & Co.

Yeddo, Br. s.s., 2,974, F. Cowley, 18th Aug.,—Singapore 11th Aug., Gen.—A., K. & Co.

Chip Shing, Br. s.s., 1,199, G. S. Weigall, 18th Aug.,—Canton 17th Aug., Gen.—J., M. & Co.

Hanoi, Fr. s.s., 723, P. Mollees, 18th Aug.,—Haiphong and Hoihow 17th Aug., Gen.—A. R. M.

Tjimahi, Dut. s.s., 2,370, N. de Brouwers, 18th Aug.,—Shanghai 15th Aug., Gen.—J. C. J. L.

Tremont, Am. s.s. 4,195, T. W. Garlick, 18th Aug.,—Seattle and Manila 15th Aug., Gen. —D. & Co., Ld.

Johanne, Ger. s.s., 957, Ipland, 18th Aug.,—Penang 6th Aug., Singapore 17th, and Hoihow 17th, Gen. and Pigs.—J. & Co.

Shoshu Maru, Jap. s.s., 999, M. Nemato, 18th Aug.,—Shanghai via Foochow, Amoy and Swatow 10th Aug., Gen.—O. S. K.

Fooshing, Br. s.s., 1,423, T. Arthur, 18th Aug., —Shanghai via Swatow 11th Aug., Gen.—J., M. & Co.

Kowloon, Ger. s.s., 2,326, H. Stehr, 16th Aug., —Moji 10th Aug., Gen.—H. A. L.

Laertes, Br. s.s., 1,331, J. Jackson, 16th Aug., —Saigon 12th Aug., Ballast.—Chinese.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 16th Aug.,—Calcutta 31st July, Penang and Singapore 10th Aug., Gen.—J., M. & Co.

Mongolia, Am. s.s., 8,750, W. P. S. Porter, 15th Aug.,—San Francisco 20th July, Yokohama 7th Aug., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Goseursch, 17th Aug.,—Swatow 16th Aug., Rice and Timber.—M. & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S., W. & Co.

Queen Alexandra, Br. s.s., 2,300, Leshi, 13th Aug.,—Newcastle 20th July, Coal.—D. & Co., Ld.

Resolut, Nor s.s., 865, M. Jorgensen, 2nd Aug., —Moji 24th July, Coal.—Order.

Signal, Ger. s.s., 900, G. Schlaikier, 23rd July, —Bangkok 16th July, Rice.—Order.

Silesia, Aust. s.s., 3,340, L. de Stabili, 17th Aug.,—Trieste 28th June, Gen.—S., W. & Co.

Sungkiang, Br. s.s., 987, J. Robinson, 16th Aug.,—Cebu and Iloilo 11th Aug., Sugar.—B. & S.

Taikosan Maru, Jap. s.s., 3,216, T. Ota, 6th Aug.,—Kuchinotzu 31st July, Coal.—M. B. K.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, —Shanghai via Ports 24th June, Gen.—B. & Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 17th Aug.,—Manila 14th Aug., Gen.—B. & S.

Tonawanda, Br. s.s., 2,076, H. D. Clarke, 16th Aug.,—Canton 15th Aug., Ballast —S. O. Co.

Totomi Maru, Jap. s.s., 2,464, A. Kieth, 30th July,—Shanghai 26th July, Gen.—N. Y. K.

Waihora, Br. s.s., 1,167, H. Lyons, 10th Aug., —Penang 3rd Aug., Ballast.—J. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echauz, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

Clearances at the Harbour Office.

Spezia, for Singapore.
Woodford, for Java.
Kwangtah, for Shanghai.
Hongbee, for Amoy.
Masan Maru, for Swatow.
Kwongsang, for Swatow.

Departures.

Aug. 18.

Rubi, for Manila.
Hailan, for Hoihow.
Tydeus, for Singapore.
Woodford, for Labuan.
Charterhouse, for Amoy.
Kouanesi, for Japan.
Kwongsang, for Shanghai.
Kwangtah, for Shanghai.
Hongbee, for Amoy.

Passengers arrived.

Per *Holstein*, from Apia—Mr. Shawe, and 211 Chinese

Per *Kohsichang*, from Bangkok—Mr. Treadwood.

Per *Haiching*, from Coast Ports—Messrs. James, C. W. Marshall, O. Power, Mr. and Mrs Willey, and 92 Chinese.

Per *Johanne*, from Singapore—185 Chinese.

Per *Tjimahi*, from Shanghai—Mr. Duvenport.

Per *Fooshing*, from Shanghai, &c.—Mrs. Begley, Mr. Le Barr, and 120 Chinese.

Shipping Reports.

Str. *Socotra* from Antwerp, etc.:—Light favourable winds, smooth sea.

Str. *Kohsichang* from Bangkok:—Fine cloudy weather, moderate wind and sea.

Str. *Haiching* from Coast Ports:—Light to moderate SW. winds, and fine clear weather.

Vessels in Port.

STEAMERS.

Andree Rickmers, Ger. s.s., 1,011, Taubert, 16th Aug.,—Bangkok 4th Aug., Rice.—B. & S.

Borneo, Ger. s.s., 1,344, F. Sembill, 13th Aug., —Sandakan 6th Aug., Timber.—M. & Co.

Cairo, Nor. s.s., 1,381, J. Larsen, 17th Aug.,—Samarang 7th Aug., Sugar.—Aagaard, Thoresen & Co.

China, Am. s.s., 3,186, D. E. Friele, 15th Aug., —San Francisco 16th July, and Manila 12th Aug., Mails and Gen.—P. M. S. S. Co.

Chowfa, Ger. s.s., 1,055, J. Spiesen, 15th Aug., —Kohsichang 8th Aug., and Hoihow 14th, Rice.—B. & S.

Chowtai, Ger. s.s., 1,117, W. Möllermann, 12th Aug.,—Bangkok 6th Aug., Rice and Wood. —B. & S.

Chunsang, Br. s.s., 1,417, R. Cox, 12th Aug., —Samarang 3rd Aug., Sugar.—J., M. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Derwent, Br. s.s., 1,564, J. Jenkins, 10th Aug., —Saigon 6th Aug., Rice and Gen.—Man Fat & Co

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.,—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug., Mails and Gen.—C. P. R. Co.

Fri, Nor. s.s., 900, Nagle, 3th July,—Hongay 10th July, Coal.—Aagaard, Thoresen & Co.

Germania, Ger. s.s., 1,000, H. Flügel, 13th Aug.,—Sydney 28th June, Copra.—S. & Co.

Glenturret, Br. s.s., 3,025, Webster, 14th Aug., —Shanghai 11th Aug., Gen.—McG. Bros. & Gow.

Gloamin, Br. s.s., 2,248, Learmonth, 16th Aug., —Moji 10th Aug., Coals.—Order.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Kaga Maru, Jap. s.s., 3,906, A. Christiansen, 10th Aug.,—Seattle 9th July, Gen.—N. Y. K.

Kina, Dan. s.s., 4,445, H. P. Beng, 17th Aug., —Vuning 14th Aug., Tea.—Order.

Kiyo Maru, Jap. s.s., 1,448, J. Morio, 13th Aug., —Japan 3rd Aug., Gen.—E. A. T. Co.

Steamers Expected

Vessels	*From*	*Agents*	*Due*
Polynesien ...	Saigon	M. M.	Aug. 20.
Willehad	K'chinotzu	M. & Co....	Aug. 20
Oceana	Singapore.	P. & O. Co	Aug. 21
Minnesota	Shanghai...	N. Y. K. ...	Aug. 25
Wakasa Maru..	Shanghai...	N. Y. K. ..	Aug. 26
P. Waldemar...	Sydney ...	M. & Co....	Aug. 27
Nippon Maru...	Japan	N. Y. K. ...	Aug. 28
Australian ...	Sydney ...	G., L. & Co	Aug. 31
Changsha	Sydney ...	B. & S......	Sept. 1
Emp. of Japan.	Vancouver	C. P. R. Co	Sept. 4

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Alta .... at Kowloon Dock
Charterhouse .... " " "
Likin .... " " "
Drufar .... " " "
Chowtai............... " Cosmopolitan "

SHANGHAI.

9th August.

Fido ....Old Dock.
Yosoong and Pooting ....New "
Lita ....International "
Shengking ....do "
Suian ....do "
Hans Wagner ....Cosmopolitan "

Ships Passed The Canal.

18th July—*Charles Tiberghien, Preussen, Slavonia, Tamba Maru, Ajeddo, Suttonhall.* 20th July—*Deucalion, Konangsi, Satsuma, Socotra, Liberia.* 20th July—*Antenor.* 25th July—*Arcadia, Bencleuch, Oceanien, Trieste, Rhipeus, Sachsen.* 27th July—*Hyson, Inaba Maru, Palawan, Polynesien.* 1st August—*Andalusia, Benmohr, Idomeneus, Laos, Zieten, Senegambia, Shinko Maru.* 3rd August—*Bellerophon, Kintuck, Kawachi Maru.* 8th August—*Bengloe, Braemar, Denbighshire, Manila, Prinz Heinrich, Roon, Suevia, Tourane.* 11th August—*Ajax, Machaon, Salazie, Awa Maru, Seydlitz, Teenkai, Acilia, Cambodia.* 14th August—*Benlomond, Kennebec, Peshawur, Segovia, Kamakura Maru, Rhenania.* 18th August—*Agamemnon, Benlawers, Moyune, Poona, Prometheus, Tonkin.*

Arrivals at Home—18th July—*Aker, Vandalia, C. Ferd Laeisz.* 20th July—*Sithonia, Jason.* 25th July—*Benalder, Benvenue, Flintshire, Seneca, Tamba Maru.* 26th July—*Palermo.* 27th July—*Arcadia, Oceanien.* 1st August—*C. Ferd Laeisz, Trieste.* 2nd August—*Deucalion, Preussen.* 8th August—*Charles Tiberghien, Zieten, Inaba Maru.* 11th August—*Tourane.* 10th August — *Palawan.* 14th August—*Hyson, Roon.* 18th August—*Benmohr, Idomeneus, Satsuma.*

TO-MORROW.

S. Peter's Seamen's Church.
Queen's Road West.
Tenth Sunday after Trinity.

Morning Prayer 11 a.m., Venite, Stainer; Te Deum, Woodward; Jubilate, Barnby; Hymns, 65, 7, 594 and 328.

Holy Communion 12.15 p.m.

Evening Prayer, 6.30 p.m., Magnificat, Jackson; Nunc Dimittis, Foster; Hymns, 10, 62, 311 and 56.

The Church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Meeting at Seamen's Institute 72, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (*Chin.*), 6 a.m., (*Port.*), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (*English*), 10 a.m.

St. Anthony's Chapel, West Point:—Mass. 8 a.m.

Union Church:—Services, 11 a.m., and 6 p.m.

UNION CHURCH, KENNEDY ROAD, MINISTER: REV. C. H. HICKLING.

11 a.m. Worship, Hymn 113, Chant 12, Hymns 37, 373 and 133.

Preacher—Rev. S. Robinson.

7 p.m. Worship, Hymns 606, 135, 146, 363 and 361.

Preacher—Rev. S. Robinson.

Friday, 8 p.m. Christian Endeavour Society, Subject "An Ambassador in Bonds."

Sunday next, Preacher—Rev. S. Robinson.

Post Office.

A Mail will close for:—

Keelung, Shanghai, Moji, Kobe, Shimizu, Yokohama, Victoria and Seattle, Wash.—Per *Kaga Maru*, 20th Aug., 3 P.M.

Swatow, Chefoo and Tientsin—Per *Chipshing*, 20th Aug., 3 P.M.

Singapore, Penang and Colombo — Per *Spezia*, 20th Aug., 4 P.M.

Hoihow and Haiphong—Per *Hanoi*, 21st Aug., 9 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 21st Aug., 10 A.M.

Shanghai, Moji, Kobe and Yokohama —Per *Tjimahi*, 21st Aug., 10 A.M.

Swatow, Amoy and Foochow—Per *Haiching*, 21st Aug., 10 A.M.

Kudat and Sandakan—Per *Borneo*, 21st Aug., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Ernest Simons*, 21st Aug., 11 A.M.

Singapore, Samarang and Sourabaya—Per *Chunsang*, 21st Aug., 2 P.M.

Manila—Per *Taming*, 21st Aug., 3 P.M.

Chefoo and Newchwang—Per *Liangchow*, 21st Aug., 3 P.M.

Shanghai—Per *Yochow*, 21st Aug., 3 P.M.

Singapore, Penang and Colombo — Per *Wakasa Maru*, 21st Aug., 5 P.M.

Manila, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Samarai, Sydney and Melbourne—Per *Willehad*, 21st Aug., 5 P.M.

Amoy, Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Tremont*, 22nd Aug., 11 A.M.

Singapore, Penang and Calcutta — Per *Laisang*, 22nd Aug., 2 P.M.

Tamsui—Per *Tientsin*, 23rd Aug., 3 P.M.

Manila—Per *Loongsang*, 24th Aug., 3 P.M.

Manila—Per *Zafiro*, 25th Aug., 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delhi*, 25th Aug., 11 A.M.

Tientsin—Per *Kweichow*, 25th Aug., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 25th Aug., 3 P.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tsinan*, 27th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 28th Aug., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *P. E. Friedrich*, 29th Aug., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 30th Aug., 3 P.M.

Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 1st Sept., 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Caledonien*, 4th Sept. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 5th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 7th Sept., 11 A.M.

Found on the counter of the Registration Branch a purse. Owner can have the same by proving contents.

ACCELERATION OF THE CANADIAN PACIFIC MAIL SERVICE.

Correspondence intended for this route to the United Kingdom should be so superscribed.

Pillar Boxes have been placed and will be cleared as under:—

Park View:—9.25 a.m., 11.25 a.m., 1.25 p.m., 3.25 p.m. on week-days and 9.25 a.m. on Sundays.

Ladder St.:—9.35 a.m., 11.35 a.m., 1.35 p.m., 3.35 p.m. on week-days and 9.35 a.m. on Sundays.

Macdonnell Road:—8.50 a.m., 10.50 a.m., 12.50 p.m., 2.50 p.m. on week-days and 8.50 a.m. on Sundays.

No. 2 Police Station:—8 a.m., 11 a.m., 2 p.m., 5 p.m. on week-days and 8 a.m. on Sundays.

The Pillar Box has been removed from the back of the old Harbour Office. Letters in that district may be posted in the Western Branch Office, 216, Des Voeux Road Central.

VISITORS AT THE HOTELS.

CARLTON.

Andap R. J.
Anderson, R.A., Capt.
Blanco, A. E.
Bonnas, W.
Boyce, Wm. B.
Bruhl, Percy
Farwell, Mr. and Mrs. J. R.
Ferry, W.
Fey, Mrs. E.
Foster, J. D.
Gains, Miss H.
Gillan, Mrs A.
Harrison, S. L.
Jackson, W.
Laing, A. H.
Lloyd, G.
Martin, W. F.
McInnes, Mr.
Merlees, Capt. & Mrs.
Norval, E. E.
Osborne, Mrs. G.
Pearson, R. W.
Stephens, Miss H.
Stevenson, R.

HONGKONG.

Adams, P. R.
Anderson, Mrs. K.
Arnold, J.
Bain, H. Murray
Battiscombe, H. G.
Beattie, R. B.
Bell, R.N., Engr.-Lieut. H. F.
Biervliet, A. Van (Vice-Consul for Belgium)
Birss, Capt. R. A.
Bisney, S.
Bissell, W. S.
Brewer, H.
Brighton, F. G.
Campbell, L. F.
Carpertio, Mrs. A. E.
Carter, A.
Chambers, Miss E.
Chichester, D.A.A.G., D.S.O., Major A. A.
Chichester, Mrs. A. A.
Clark, M. O.
Clark, T.
Clarke, Mr. and Mrs. T. W.
Colvin, H. E.
Connor, J. L.
Cruickshank, A.
Davies, F. O.
Domnich, W.
Donald, Mr. and Mrs. W. H.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Dowley, Mr. and Mrs. W. A.
Downing, T. C.
Drew, Mrs. E.
Finstmann, W.
Fairchild, H. J.
Fischer, R.
Fisher, H. G.
Franklin, C. B.
Frost, B. L.
Fuller, Denman
Fuller, Stuart J. (American Vice-Consul General)
Gibson, A.
Heanley, Dr. and Mrs. C. M.
Hewett, Hon. and Mrs. E. A.
Hall, Capt. T.
Hammett, Miss A. M.
Humphreys, W. M.
Hunter, R.
Innes, Capt. R.
Jameson, Mr. and Mrs. J. W.
Jokl, J. P. F.
Joughin, J. C.
Langstaff, Miss L. E.
Logan, W.
Marriott, Dr. O.
McDonagh, W. J.
McGregor, Mr. & Mrs. J. S.
Moore, Dr. and Mrs. W. B. A.
Moreno, A., (Consul General of Panama)
Newborn, Mr. & Mrs. R. H.
Newington, A. G.
Packer, B. L.
Patey, Mrs. E. O.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Pons, Bartolomé
Powell, W. A.
Preshaw, C. M.
Reid, H. I.
Roach, Mrs. J. S. and child
Shepherd, E. B.
Skinn, A.
Spittles, J. S.
Stebbing, W. T.
Stephens, H.
Stevens, Rev. A. J.
Sutherland, P. D.
Tetsch, J.
Thomas, H. P.
Thompson, Mr. & Mrs.
Thompson, Miss H. M.
Uffel, W. Von.
Unbehaun, C. H.
Wishart, J. B.
Wood, G. G.
Wright, Mr. & Mrs. T.

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Almond, Capt. & Mrs. Russell
Barnes, Mrs. W. H. S.
Chipman, Geo. R.
Colahan, Mr.
Cunningham, Mr. and Mrs. A.
Delaney, L. T.
Dobbins, Mrs. Max.
Ehrhardt, Capt. W.
Holth, R.
Jack, Mrs. C. M.
Jackson, Mrs. and child
Krebs, Capt. H.
Leege, C.
Legeune, Vice-Consul M.
Little, A. C.
McKay, T. D.
Moses, E. J.
Moulder, Mr. and Mrs. A. B.
Muir, Frank
Paine, A. E.
Peacock, Miss Annie
Pearse, Dr. W. W.
Pfankuch, F.
Podatz H.
Saji, K.
Tanida, F.
Treadway, H. G.
Story, G. F.
Wandres, F.
Williams, G.

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Anderson, Miss
Austin, F.
Boggs, Mr. and Mrs.
Bradley, Dr. & Mrs. N.
Brewin, Hon and Mrs. A. W.
Burns, Mr. and Mrs.
Carruthers, E. S.
Clegg, Engr.-Lieut & Mrs. H. J.
Clothier, A. N.
Clothier, Mr. and Mrs. H. W.
Cobden, A. S.
Crapneil, A. E.
Darling, Col.
Dutton, Mr.
Ellis, Mr. and Mrs.
Fegner, T. H.
Gale, Capt. J. R
Galloway, A. D.
Gelsthorpe, Mr.
Goodwin, A. P.
Graham, Mr. and Mrs. W. D.
Gregory, A.
Hands, J.
Harding, Mr. and Mrs. R. A.
Harker, B. B.
Hazeland, F. A.
Hewitt, A. H.
Hockaday, W. T.
Jeffries, H. U.
Johnston, L. A. M.
Joseph, Mr. and Mrs. E. S.
Josling, Lt.-Col
Knight, C. C.
Kistowsky, Mr. & Mrs. F. von
Kologovsky, Consul & Mrs.
Lang, A. O.
Lawrie, Mr. and Mrs.
Leask, Mr
Leefe, Mr.
Leiser, Mr and Mrs.
Longridge, Rev. and Mrs. M.
Macfarlane, Dr. H.
Marney, V. F.
Martin, O. B. H.
Martin, R.
McIssac, Mrs.
Mitchell, R.
Moxon, Mr. & Mrs. H.
Nelson, Mrs.
Roger, C.
Sawer, Mrs. W. E.
Searle, Rev. G.
Seggie, T.
Seymour, Col. & Mrs.
Shortridge, Mr. & Mrs.
Sinclair, A.
Skottowe, Mr. & Mrs. A. B.
Truman, Mr. and Mrs. R. W.
Vaughan-Lee, Capt. and Mrs.
Watson, Mr. & Mrs. M.
Weismann, Mr. & Mrs. C.
Whyte, J. F. M.
Wilford, F. C.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Barnett, H. J. O.
Brown, C. A.
Caldwell, Mr. and Mrs. G. A.
Davenport, Mrs.
Gaskell, Mr. and Mrs.
Jameson, P. S.
McPherson, J. L.
Nicholls, E. A.
Pearce, Mrs. and Miss
Smith, E. Grant
Smith, Mr. and Mrs. Grant
Smith, Percy
Soppa, P.
Webb, Mr. and Mrs. Montague
Young, J. A.

OCCIDENTAL.

Amalia, Miss M.
Bachmann, Otto
Braun, J. and child
Carlo, Master C.
Caronona, A.
Corry, H.
Dache, P. E.
Gall, I. M.
Garrett, H.
Gossow, R.
Heydenriech, Mr.
Hoffmann, A.
Hoy, Miss M.
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Jones, Mrs. T. R.
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Krause, L.
Krill, J.
Kuiser, Capt.
Leese, Dr. Med.
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Maasberg, C. A.
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Munro, Miss A.
Ormuton, J.
Owen, O. E.
Puncheon, J.
Reutter, R.
Santos, Mr. and Mrs. Arther
Schlaikier, Mrs. G. and child.
Silva, Gomes da
Smith, L.
Textor, Inspector H.
Thomson, J. W.
Thowngel, W.
Ulebberfeldt, Capt. C.
Vorster, Otto
Woodworth, R. C.

CHINA COAST METEOROLOGICAL REGISTER.

August 17th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.69	—	—	SW	4	—
Hakodate ...	"	29.62	—	—	—	0	—
Tokio	"	29.71	—	—	—	0	—
Kochi	"	29.72	—	—	—	0	—
Nagasaki	"	29.72	—	—	SW	6	—
Kagoshima...	"	29.80	—	—	W	2	—
Oshima	"	29.85	—	—	S	2	—
Naha	"	29.81	—	—	SW	2	—
Ishigakijima..	"	29.86	—	—	SW	6	—
Chefoo	6 a.m	29.56	77	91	SW	1	b
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	29.84	79	100	SW	1	c
Kiukiang......	"	—	—	—	—	—	—
Shanghai.....	9 a.m.	29.73	85	76	—	0	c
Gutzlaff	"	29.73	85	87	NW	1	cv
Sharp Peak...	"	29.81	85	83	S	1	c
Amoy	6 a.m.	—	81	56	SE	3	b
Swatow	"	—	81	78	S	1	b
Taihoku	5 a.m.	29.84	—	—	S	2	—
Taichu.........	"	29.87	—	—	—	0	—
Tainan	"	29.87	—	—	E	2	—
Koshun	"	29.86	—	—	—	0	—
Pescadores ...	"	29.84	—	—	S	6	—
Canton	9 a.m.	29.86	87	76	S	1	b
Hongkong ...	10 a.m.	29.87	88	72	WSW	2	c
Victoria Peak	"	—	—	—	—	—	—
Gap Rock ...	"	—	—	—	—	—	—
Macao	"	29.87	86	—	SW	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi.........	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James.	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.92	81	85	—	0	o
Legaspi........	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	0	o
Iloilo...	"	29.89	82	—	—	0	o
Cebu	"	29.90	84	—	E	1	c
Labuan.........	"	29.87	82	—	—	—	—

August 18th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock.	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	—	—	—	—	—	—
Hakodate ...	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima...	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima.	"	—	—	—	—	—	—
Chefoo..	6 a.m	—	—	—	—	—	—
Weihaiwei ...	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—
Kinkiang ...	"	—	—	—	—	—	—
Shanghai ...	9 a.m.	29.70	89	69	SW	1	b
Gutzlaff	"	—	—	—	—	—	—
Sharp Peak..	"	29.79	85	83	S	1	b
Amoy	6 a.m.	29.85	81	91	SW	1	b
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.82	—	—	—	0	—
Taichu.........	"	29.84	—	—	—	0	—
Tainan........	"	29.83	—	—	E	2	—
Koshun	"	29.82	—	—	—	0	—
Pescadores ..	"	29.83	—	—	SW	4	—
Canton........	9 a.m.	—	—	—	—	—	—
Hongkong ..	10 a.m.	29.84	88	71	NW	1	c
Victoria Peak	"	—	—	—	SW	3	—
Gap Rock ..	"	29.82	—	—	W	2	—
Macao...... ..	"	29.84	88	—	SW	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi.........	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila........	10 a.m.	29.88	84	71	E	0	c
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	NE	1	o
Iloilo	"	29.85	82	—	NE	1	c
Cebu	"	29.88	83	—	N	1	b
Labuan	"	29.85	81	—	—	—	—

	Aug. 17 at 10 a.m.	Aug. 17 at 4 p.m.
Barometer	29.87	29.78
Temperature	88	89
Humidity	72	62
Rainfall.......................	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander E. La T. Leatham	Shanghai
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson.	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber ...	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Hongkong
Cherub	water tank and tug	390	—	300	——	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Maizuru
Fame	torpedo boat destroyer ...	306	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	S. American Ports
Handy	torpedo boat destroyer ...	275	6	4,000	Lieut.-Commander H. B. Cox	Maizuru
Hart	torpedo boat destroyer ..	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	"
Janus	torpedo boat destroyer ...	280	6	3,900	Lieut.-Commander W. H. Darwall ...	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	"
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	"
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree. ...	Yangtsze
Monmouth...	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Maizuru
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan.	West River
Otter	torpedo boat destroyer ...	350	6	6,300	Lieut.-Commander J. Kiddle	Maizuru
Robin...	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott... ...	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer ...	250	6	6,500	In reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore H. P. Williams	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Thistle	river gunboat	710	6	900	Lieut.-Commander R. M. R. West ...	Yangtsze
Virago	torpedo boat destroyer ...	355	6	6,300	Lieut.-Commander Stevenson	Maizuru
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer ...	360	6	5,900	Lieut.-Commander C. E. L. Thomas ...	Maizuru
Widgeon	river gunboat	195	2	800	Lieut.-Commander G. B. Spicer-Simson	Yangtsze
Woodcock...	river gunboat	150	2	550	Lieut.-Commander G. J. Todd	Yangtsze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtsze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 2 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Ville de la Ciotat* bound for Marseilles *via* Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *CALEDONIEN* ..... 4th September.
S.S. *POLYNESIEN* .....18th September.
S.S. *SALAZIE*..... 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906. [11

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont.....	9,606	T. W. Garlick..	22nd Aug.
Pleiades * ...	3,753	F.G. Purington	15th Sept.
Lyra *.....	4,417	G. V. Williams	29th Sept.
Shawmut ...	9,606	E. V. Roberts	24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 3rd August, 1906. [12

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 7th October, 1906.

Parcels will be received at this Office until P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th August, 1906. [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL".....	8th September.
"ERROLL".....	To follow.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,
HONGKONG AGENTS.

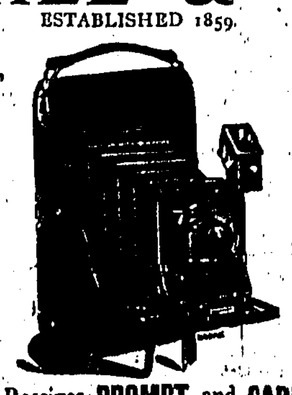
Hongkong, 15th November, 1905. [43

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

GENERAL HOUSEHOLD REQUISITES, &c., &c., &c.



FOR EASTMAN'S KODAKS, FILMS, AND ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1901. [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	$125	$125	£1,000,000 / $9,500,000 / $250,000	$1,697,777	£1 15/- div. and £1 bonus @ ex. 2/0 9/16 =$26.87 for 2nd half-year 1905	5¾ %	$850 sales / London £94.1p/-
National Bank of China, Limited.....	19,925	£7	£6	£12,735 / $150,000	$74,099	$2 (London 3/6) for 1903	...	$47 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	6,000	$250	$50	$1,600,000 / $147,895	$211,540	$20 for 1904	6 %	$330
North China Insurance Company, Limited	1,000	£15	£5	£100,000 / Tls. 100,000 / Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 ..... Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 / £40,000 / $331,111 / $1,153,824 / $569,279	$2,272,971	Interim div. of $3 for 1905	4½ %	$800
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 / $61,578 / $15,527	$50,534	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 / $229,488 / $2,606	$344,608	$6 for 1904	6½ %	$91 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7½ %	$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited.....	20,000	$25	$25	$6,000	$6,563	$1½ for 1905	7½ %	$21 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $88,941	Nil.	$3½ for year ended 30.6.05	7½ %	$47
Hongkong, Canton & Macao Steamboat Co., Ld. ...	50,000	$15	$11	$250,000 / $600,000 / $144,386	$5,464	$1 for 1st half-year 1906	7½ %	$:6½ b. ex div.
Indo-China Steam Navigation Company, Limited ...	10,000	£10	£10	£120,000 / £280,938 / £3,999	£2,422	10/- @ ex. 2/1 9/16=$5.69	6¼ %	$75
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Final Tls. 3 making Tls 5 for 1905	8½ %	Tls. 60 sales
Do. (Preference)	100,000			£400,000	107,815	Final Tls. 1½ making Tls. 3½ for 1905.....	6½ %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited...	200,000	£1	£1	£4,144		1/- (Coupon No. 6) for 1905	4 %	27/- buyers
"Star" Ferry Company, Limited.....	10,000 / 10,000	$10 / $10	$10 / $5	$165,000 / $32,957	$218	$1.50 / $0.75 for year ending 30.4.1906.....	5¼ % / 3½ %	$29 / $20
Yaku Tug and Lighter Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 98,000 / Tls. 308,479 / Tls. 48,000 / Tls 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	2,000	$100	$100	$850,000 / $450,000 / $86,129	$40,914	Final of $15 making $25 for 1905	7 %	$147½
Luzon Sugar Refining Company, Limited.....	1,000	$100	$100	none	$132,588	$3 for 1897.....	...	$21½ buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.....	100,000	£1	£1	£80,000 / £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06.....	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G.$1 for 1905 ..	7 %	G. $14 nominal
Laub Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£4,873	Dr. £8,745	No. 12 of 1/- =48 cents	...	$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld...	40,000	$50	$50	$550,000 / $65,160 / $20,000	$20,040	Final of $3½ making $6 for 1905.....	5¾ %	$116
Hongkong and Whampoa Dock Company, Ld.	100,000	$50	$50	$49,500	$362,232	$6 for second half-year making $12 for 1905	7½ %	$152 sellers
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905	5½ %	$18
Shanghai Dock and Engineering Co., Ld.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 .	8½ %	Tls. 97 buyers
Shanghai and Hongkew Wharf Company, Limited ...	12,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ..	5¾ %	Tls. 2.2½ buyers
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905.....	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	75,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ...	10,000	$25	$25	$29,516	$8,418	$3 for year ended 30.6.1906.....	10 %	$30 ex div.
Central Stores, Limited	6,000	$15	$15	none	$4,719	$2.40 on $12 for 1905.....	13½ %	$18 sales
Do. (new issue).....	24,000	$15	$15			7 % on $7½ for 1905	...	$15¼ sales
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 / $24,071	1619	$5 for second half-year making $10 for 1905	8½ %	$120 sales & b.
Hongkong Land Investment and Agency Co., Ld. ...	10,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906	6½ %	$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	15½ %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 / $50,000	$5,070	80 cents for 1905	7 %	$11½
Kowloon Land and Building Company, Limited.....	7,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$38
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 869,491 / Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	7 %	$14½ buyers
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c. 1898	...	Tls. 65 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,436	Tls. 35,986	Tls. 25 for 1905	8½ %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	7½ %	$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£812	£856	1/3 per share for 1905	8½ %	$7
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$12
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 789	Final of Tls. 5 making Tls. 10 for 1905 ...	16½ %	Tls. 60 sales
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06.	6 %	$10½ buyers
China Provident Loan & Mortgage Company, Ld....	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	8½ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905.....	7 %	$17 buyers
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 / $500,000	$52,291	Int. div. of 75 cents for ½-year ended 30.6.06	7½ %	$21½ sellers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10 %	$25 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$2,568	$1.00 / 60 cents for 10 months ending 28.2.06 ...	8½ %	$14½
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	6½ %	$235
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ½-year ended 30.6.06	8 %	$256 buyers
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares	6½ %	$20
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	12½ %	$8
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,507 / Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06 ...	9½ %	Tls. 240 buyers
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6½ %	Tls. 126½ sellers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 / Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ...	9½ %	Tls. 1.2½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6½ %	Tls. 75 buyers
Shanghai Waterworks Company, Limited.....	7,200 / 7,200	£20 / £20	£20 / £10	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906 ..... Interim div. of 5/- for ½-year 1906	... / ...	Tls. 360 / Tls. 280
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$20
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	70 cents / $9.92 for year ended 31.5.1906	8½ % / 6½ %	$8 / $150
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 / $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6..	10 %	$10 buyers

DIVIDENDS PAYABLE

Hongkong and Shanghai Banking Corpn.	£1.15	18th August
Hongkong and Whampoa Dock Co., Ld..	$6	20th August
Astor House Hotel Co., Ld., (Shanghai)...	$3	18th August
Shanghai & Hongkew Wharf & Godown Co	Tls. 8	——
Maatschappij tot Mijn-Boschen Landbouwexploitatie in Langkat	Tls. 7½	15th September

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 5234 | 號九廿月六年二十三緒光 | SATURDAY, AUGUST 18, 1906. | 禮拜六 | 號八十月八英港香 | $13 PER ANNUM. SINGLE COPY, 25 CENTS

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.

WEEKLY—$13 per annum

The rates per quarter and per mensem, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

CONTENTS.

BIRTHS.

At Shanghai, on the 10th August, the wife of L. I. LOPES, of a son.

On August 10, at Peitaiho, the wife of KARL F. MELCHERS, Tientsin, of a daughter.

At No. 12, Arbuthnot Road, on the 18th August, 1906, the wife of CHARLES MOONEY, of a daughter.

DEATHS.

On August 3, at St. Brise, Jersey, W. J. CLARKE, late of Shanghai, in his 68th year.

On August 9, at Nagasaki, Japan, JEAN BAIN NEESON, aged 2 years and 11 months.

The Hongkong Telegraph

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 18, 1906.

ACCELERATED MAIL SERVICE.

(11th August.)

It is a small world, this terrestrial globe on which we live, after all, and every day some new departure bears evidence of its being made smaller by reduction of distances and times in traversing them. That being so our readers will no doubt peruse, with as much interest as they will appreciate the importance of, the fast service to be instituted between Hongkong and England *via* Canada, by which passengers and mails will reach England on the 29th day out from Hongkong—a matter of great consideration to those compelled to "run home" on urgent private affairs, but who are only able to obtain very short leave, as well as to those who cannot leave their business in the Colony for longer than can be avoided. "Home *via* Canada" has long been a household phrase, but it bids fair to become quite a matter of course that Canada will be the route for home-returning Far-Easterners, with this alternative British route offered them, and which is certainly more enjoyable than that *via* Suez. Therefore the fact should be of wide interest, not only in this Colony but in China in general, that Mr. J. Craddock, acting agent of the Canadian Pacific Railway Company, has received a telegram from the Head Office at Montreal announcing the fact that an accelerated mail service between Hongkong and England has been arranged with the British Postal Authorities. Under this new fast service the *Empress* steamers will for the present leave Hongkong at 4 p.m. on Thursdays instead of noon on Wednesdays, as heretofore. The first steamer to leave Hongkong under the new arrangement will be the *Empress of India* sailing at 4 p.m. on the 30th instant, to be followed by the *Empress of Japan* on the 27th September, and the *Empress of China* on the 25th October; subsequent sailings to be announced later. The time in transit between this and Yokohama is also being considerably reduced—the run, including stops at Shanghai, Nagasaki and Kobe, being accomplished in well under seven days. The schedule time from Hongkong to Vancouver is under 18 days; and the whole trip through to England will be accomplished in about 29 days. A special fast mail train will be waiting the arrival of the *Empress* boats at Vancouver by which mails and passengers will be carried to Quebec, there joining one of the fine new Atlantic *Empress* steamers (*Empress of Britain* and *Empress of Ireland*, 14,500 tons register) and from there across to Liverpool in something under seven days. The St. Lawrence River route has, apart from its natural beauties, the advantage of considerably lessening the actual ocean voyage, and already the new Atlantic *Empresses* have established a name for their excellent steadiness and general sea-going qualities. On the outward voyage the first steamer to leave Vancouver, under the new fast service, will be the *Empress of China*, sailing thence on the 4th September—passengers and mails for her having left Liverpool by the *Empress of Ireland* on the 21th August. The *Empress of China* is due at Yokohama on the 10th September and Hongkong on the 23rd September. This sailing will be followed by the *Empress of India* and *Empress of Japan* at intervals of 28 days, and subsequent departures will be announced in due course. The enterprise of the Canadian Pacific Railroad Company is worthy of congratulation, and, what is more to the purpose, of every possible support and encouragement.

CANTON-HANKOW RAILWAY DIFFICULTIES.

(13th August.)

It is with unalloyed satisfaction and hopefulness that we announce the fact that work in connection with the construction of the Canton-Hankow Railway was resumed, with every appearance of energy and determination to forge ahead at the utmost speed compatible with safety and solid workmanship, on Saturday. So long have the squabbles, jealousies and petty grievances delayed the operations that it seemed possible the completion of the line might be postponed for another couple of years, or a decade, or perhaps indefinitely. It seems ages since the line was in the hands of a foreign syndicate; it is certainly a considerable time ago since it came under the control of the Chinese, mainly through the disinterested and magnanimous loan granted by the British Government, through the medium of the Hongkong and Shanghai Banking Corporation; and it is certainly many months since the Chinese merchants of Canton, Hongkong and elsewhere united to assume charge of the undertaking, by providing the capital sum required for the extension of the track from Samshui to Hankow. It has generally been observed that the construction of a railway line in any country is hedged about with all sorts of unexpected difficulties. There are owners of property and impatient shareholders to be conciliated; there are employés to be selected with caution, watched like a hawk, and won over to believe, that they are not merely working for the benefit of posterity but are themselves reaping and likely to reap advantages of which they had never dreamt. There are the natural difficulties of inundations, subsidences and what not; and there is above all, that frequently irritating apparition in Chinese territory known as *fengshui*. The Canton-Hankow Railway has experienced one and all of these difficulties and several others in addition. It has passed through a greater variety of vicissitudes than could be recited offhand, but it has survived, which shows the essential importance and value of the line. Only a railway endowed with inherent merits and thoroughly utilitarian even to the prejudiced eye could have surmounted the obstacles in front of the Canton-Hankow Railway. It is doubtful, however, whether the last of the troubles arising out of the construction works has even yet been met. From statements which appear in another column, it will be recognised that His Excellency Sir Matthew Nathan has been requiring the Canton Viceroy to justify his attitude with respect to the proposed appointment of a Belgian engineer to supervise and conduct the completion of the line. His Excellency the Governor has proceeded along the usual diplomatic course, and has now arrived at the dead wall which the astute Viceroy generally manages to erect by hook or by crook. At a first glance the matter may appear trivial; the appointment of an engineer, even if he be a Belgian, does not shake nations or cause dynasties to totter. But it is plain that Sir Matthew Nathan attaches much importance to the question. Through H.B.M. Consul-General at Canton His Excellency has pointed out to the Viceroy that under the terms of the British loan by which China was enabled to secure the redemption of the Canton-Hankow Railway from foreign concessionaires, China has agreed that, in the event of foreigners being called in to give the benefit of their advice, she will recognise Great Britain's claim to first consideration. In other words, that no foreigner will be appointed unless it be found that no Englishman is prepared to offer his services or is of sufficient ability to fill the post. The Viceroy has replied rather more promptly than usual, but still with his tongue in his cheek. He has no power to deal with the matter. The Railway is in the hands of the merchants. They are responsible for its management and its progress. If they think it desirable and proper to engage a Belgian engineer, well and good. He cannot interfere; he would be acting *ultra vires*; and it is impossible to say what his Imperial master or mistress would think of such conduct. There the matter stands; but it will be strange if Sir Matthew Nathan accepts that answer as final. There is a large principle involved; the Chinese made a solemn undertaking which they would now repudiate. The next step will probably be to influence Peking through the Foreign Office. What will interest most people is the fact that Sir Matthew Nathan should be engaged in Foreign Office work or at least request the Consul-General at Canton to make representations on this question of the appointment of a foreign engineer. His Excellency's duties are under the direction of the Earl of Elgin not Sir Edward Grey. It does occur to the mind that His Excellency may have been charged with all railway matters in South China. He has certainly been indefatigable in urging forward the Kowloon-Canton Railway, although there is stated to be a hitch in the "machinery" in the New Territories at present. And it is not unreasonable to suppose that progress in connection with the Canton-Hankow Railway is regarded as in a way essential to the ultimate success of the line which will have its terminus at Kowloon. At all events, it is the Governor of Hongkong who has been in communication with the Viceroy of Canton over a question which is of importance from the diplomatic standpoint. And all the principal Chinese papers in Canton and Hongkong are in possession of the Viceroy's reply, which was published for the delectation of their readers this morning; while everyone interested in railway affairs in the capital of South China knew of His Excellency the Governor's intervention two days ago. It is a curious situation and one that is open to explanations. The Belgian engineer has not yet been engaged, so far as we know, but the work of completing the line to Hankow is once again under weigh, and for that there is room for every satisfaction. Problems of procedure and diplomatic exchanges may occur every day so long as the railway is pushed forward with all speed, for after all that is the main thing which will give an immense impetus to trade in South China and redound to the ultimate advantage of Hongkong.

WEST RIVER OUTRAGES.

Surely it is high time that the might and power of Great Britain to protect her nationals and foster her trade should be demonstrated to the audacious gangs of bloodthirsty villains who infest the West River. It is only a month ago to-day since the *Sainam* was attacked by pirates and murder committed. The citizens of Hongkong protested in the most vigorous manner at the apparent impotency of the Government in dealing with the matter. In measured but effective language representatives of the leading shipping and business houses in the Colony expressed their views that the *Sainam* affair was the crowning crime in the calendar of West River piracies. It almost seemed for a few days that the British Government would be coerced into a laggard recognition of the rights of British subjects in the Far East, especially when our German friends sent a telegram to Berlin strongly urging upon the German Government the desirability of supporting the action of Great Britain in any form of reprisals that might be deemed proper. There have been the usual pour-parlers and nothing has been done. Now, once again, we have been startled by the telegram, which was published by the *Hongkong Telegraph* on Saturday afternoon, stating that a British launch was attacked by pirates, one of the guard shot dead and four injured. That is surely a pretty commentary on the protection afforded to British traders in the Far East. The daring marauders of the West River must be laughing in their sleeves at the vessels which are supposed to represent the British flag. They ignored H.M.S. *Moorhen*, boldly sailed past Wuchow in broad daylight, successfully landed their booty and quite as successfully disappeared. What has Viceroy Shum done to put an end to this state of things? What has his underling the Taotai at Wuchow done? Nothing, it is evident, and they will continue their policy of masterly inactivity so long as it suits them. We have a Consul at Wuchow, it is true, but he is tied hand and foot by red tape. He is not allowed sufficient discretionary powers to deal with matters of immediate interest brought to his attention. Everything must be referred to Canton or Peking, and, of course, the Viceroy and his staff know perfectly well what is likely to happen in the long run. There will be a number of despatches which will be pigeon-holed and in time the matter will be forgotten to every official's unutterable satisfaction. A British Consul at a port like Wuchow should not be regarded as a child to be wrapped in swaddling clothes, but as one capable of rendering aid to his compatriots in all matters which do not immediately trench on the diplomatic. One instance will suffice. A year ago the Viceroy confiscated about $15,000 of cargo coming down under transit pass taken out by Messrs. Jardine, Matheson and Co., on the plea that some small regulation had been broken. This matter could have been settled easily at the first sign of trouble, but ultimately it grew in importance until it had the honour of being referred to Peking where it now rests still unsettled, together with more than one other vital and important case in connection with British interests on the West River. It is rather a pity that the river robbers confine their attacks to British vessels. If they would only extend their operations to a few German or French traders then we should see what we should see. Perhaps the pirates will oblige everybody by raiding a launch belonging to one or other of the Powers, and then, unless we are greatly mistaken, Great Britain will receive a lesson in swift vengeance and the best methods of securing permanent peace and security.

ALLEGED JOURNALISM IN HONGKONG.

(14th August.)

Probably the most despicable act in the code of honest and straightforward journalism is the unwarranted and unacknowledged appropriation of news which belongs by special prescription to another organ, and when that grossly unfair "cribbing" occurs on the part of a newspaper claiming to circulate within the area covered by its better-informed leader and more vigorous contemporary it is not merely disgraceful—it is contemptible. But surely the climax has arrived when our junior contemporary, the *S. C. Morning Post*, with that amazing effrontery which has marked certain of its issues, boldly appropriates a full half column of special intelligence (including the translation of a Chinese document) which was published in the *Hongkong Telegraph* alone; and not merely refuses to give unto Cæsar the things that are Cæsar's but actually crows over its success as a news-purveyor. Yet that is what occurred to-day. No doubt few of our readers would think it worth while to refer to our contemporary after perusing the *Hongkong Telegraph* of the previous evening, but for once we may just indicate the sort of pabulum which is being served out to those who patronise the *Post* as being fresh, clever and a testimony to the ubiquity of the *Post's* correspondents. Yesterday we reported how His Excellency the Governor had requested the Consul-General at Canton to approach Viceroy Shum, with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow Railway, and to point out that this would be a violation of the terms under which the British Government sanctioned the loan to enable the Chinese to redeem the line from foreign concessionaires. We received the terms of that despatch on Saturday, but for reasons which we cannot state at present, withheld its publication for the time being. On Monday morning several Chinese vernacular papers printed a despatch from the Viceroy to the British Consul-General at Canton, declaring that the Company, being a commercial enterprise, had the right to manage its own affairs without outside interference. Not a single native paper to our knowledge published the terms of Sir Matthew Nathan's despatch to the Consul-General, yet the *Post* was able this morning to print that "request"; and, not only so, but the text of its alleged communication was identical in language to that which appeared in the *Hongkong Telegraph* last night. But as if that were not sufficient for the voracity of our shark-like contemporary, it went on to give a translation, which we had secured after much trouble, of the Viceroy's despatch. It disdained apparently to take the trouble of finding out whether our translation was correct or not. It lifted the translation bodily out of our columns. Such compliments to our energy and accuracy we do not desire. It might have been possible—though we doubt it, but let us be generous—it might have been just possible for the *Post* to have obtained, by some means or other, a translation of the *Chung Kwok Po's* article, but does anybody pretend for one single moment that the translation would have corresponded word for word with that which appeared in the *Hongkong Telegraph*? Such an idea is absurd. We expressly employed in the translation certain phrases which more properly expressed the precise meaning of the Viceroy than if we had used the haphazard terms of the ordinary translation. Our phrases appeared in the *Post*, of course. As a matter of fact, no two translations of Chinese into grammatical English are ever identical. No two translations of a French novel or of a German philosophical treatise could possibly be identical. Moreover, in this case the translators were certainly not one and the same person. Will the *Post* seek to drag in "the long arm of coincidence" and say that they knew not what they did? Even that would be stretching the credulity of readers a little too far. We have said that this plagiarism and *South China* piracies have occurred before. A reputable paper must hide its head in shame and disgrace when the matter is mentioned. But we have previously allowed those "mistakes" to pass unnoticed, confident that a discerning public would recognise the ludicrous claims of the *Post* to be the best-informed, best-served and best-conducted paper outside London—or was it the Shanghai Bund? In this case, however, we went to considerable pains, trouble and expense to secure the information we published for the benefit of our readers. The audacity of the *Post* rivals that of its prototypes on the West River. All we are claiming is our vested right, our legal right, to news specially gathered by the *Hongkong Telegraph's* staff of representatives. Our contemporary is quite at liberty to regale its readers day after day with interminable columns of unreadable judicial *dicta*. Nature abhors a vacuum, and if the *Post* prefers to fill its columns with such-like "matter" we have no objection whatever. But we do object when our contemporary seeks to poach on the columns of the *Hongkong Telegraph*. Our contemporary the *Post* is probably too young to understand the difference 'twixt *meum* and *tuum*—for, as a contemporary said the other day, "the *Post* is still in its swaddling clothes"—but we trust it will soon learn. Meanwhile, we would suggest that it should endeavour to provide its readers with news which has not been culled from its local contemporaries. But what the *Post* would do without the *Hongkong Telegraph* we shudder to contemplate.

NANNING OPEN TO FOREIGN TRADE.

(15th August.)

The news that the Chinese Government has acquiesced in the proposal submitted by Viceroy Shum that Nanning should be declared open to foreign trade—as reported by our Canton correspondent to-day—will arouse interest and speculation—interest as to the probable effects which will flow from this concession to diplomatic pressure, and speculation as to the motives which led Viceroy Shum to submit the proposal and the arguments which convinced the Imperial Government that his suggestion should be adopted. At the first glance it seems probable that British interests will be furthered by the opening of Nanning, but the question remains whether, after all, the resulting trade, in the existing conditions of river navigation, will be commensurate with the high expectations held in some commercial quarters. It should be explained that Nanning lies on the northern bank of the Tso-chiang branch of the West River, 319 miles from Wuchow. It is declared to be healthy, and to have a population of about 100,000. Some years ago, in 1898, Mr. G. W. Sheppard, of Messrs. Jardine, Matheson & Co., visited Nanning and recorded his impressions of that city, which ranks second to Wuchow in the province of Kwangsi. He remarked that the "city has rather a prepossessing appearance, and the inclination is rather to over-estimate its importance after the other places *en route*." Adding: "A fair quantity of shipping lined the bank." Writing in 1899, he expatiated on the difficult navigable conditions along the first forty miles after leaving Wuchow, speaking of "some bad reefs of rocks." Thence there was a clear run of 120 miles to Kweiyuen, about half way to Nanning, but from Kweiyuen "there are rocky rapids and shallows extending for some miles with very sharp turns in the channel, which would render, so it was reported, the passage of a steamer impassable when the river had fallen to a certain stage. Some ten miles below Nanning, and fifty miles below it again, there are also two places where in low water junks are compelled to lighten to two and a half feet." That is not a cheerful prospect for those who entertain the idea of inaugurating a river service between Wuchow and Nanning. In 1901, the British gunboat *Sandpiper* drawing 2 feet 6 inches ascended to Nanning and had rather an adventurous time among the many swirls and eddies, the channel being both tortuous and narrow, and, indeed, "a large swirl on one occasion suddenly rose and caused the vessel to so heel that it seemed impossible it should recover and escape the rocks." Mr. Ernest Alabaster, acting Commissioner of Customs, in his decennial report on the trade of Wuchow, remarked in 1901 that "while the navigable conditions to Nanning are an obstacle yet, perhaps, if particular rocks be removed (no very difficult operation) and the channel straightened, probably a special class of lighter, of large carrying capacity, for towing purposes, will be constructed and cargo go just as well by the West River." The same writer, looking ahead to the time when the Canton-Hankow railway is an accomplished fact, says that Nanning would probably seriously affect the trade of Wuchow. "Most of the lighter products of the fertile region of Central Kwangsi will pass to Nanning for water carriage, but heavier products such as those of the mines, may be sent here." In summing up the acting Commissioner maintained that if the river were cleared of obstacles "then conditions would be something like moving Wuchow to Nanning." Men of shipping experience in Hongkong are not exactly sanguine that any very great impulse will be given to trade from this port by the concession granted by the Chinese Government. Indeed, they are rather inclined to doubt whether anything will be gained by the gracious offering of the Imperial Government. There can be no doubt that as things stand at present the inducement to construct special boats to pass the shallows with sufficient power to counteract the effects of the rapids is not particularly great. It is true that steam launches of light draught would effect a valuable saving of time in the transportation of goods from Nanning to Wuchow, but the Chinese traders are seldom inclined to balance rapidity of transit and greater cost of carriage in favour of old-fashioned methods of transportation, lengthy delays and small freight charges. A matter of a few days is of little consequence in their eyes provided the goods eventually reach their destination at the least possible cost. No doubt the introduction of railways and the adoption of modern ideas generally will educate the better class of dealers to a realisation of the value of time, but steamboat companies cannot afford to pay the expenses attendant on such education of the natives. Even as it is, the steamboats plying on the West River barely return interest on their capital cost and working expenses. One of the notable points in the speech of the chairman of the Hongkong, Canton and Macao Steamboat Co. at the annual meeting yesterday was to the effect that "the working of the West River service continues to be very unprofitable," and the Hongkong-Kongmoon service has had to be abandoned on that account. Of course, it may be deemed a healthy sign of China's progress that she should agree to the constitution of Nanning as an open port, but was there no *arrière pensée* when the Chinese Government acceded to the suggestion of the versatile and astute Viceroy Shum? It must be remembered that the Chinese authorities have for long viewed with anxiety the progress of France in Tonkin, and the effects of the extension of the Hanoi railway to Yunnan. May it not be suggested that the Chinese Government, taking time by the forelock, have decided to check French aspirations in the direction of holding a preponderating influence over the district commanded by Nanning by setting all the Powers at each other's throats in the contention for trade advantages in that district? Chinese diplomacy was ever subtle in its motives, and the Chinese would be playing an old game if their idea in opening Nanning to all countries was intended to settle France's "goose." Still, looked at dispassionately, that seems to be the underlying object of China's generosity. France may advance to Nanning but no farther, for then she would have to over-ride the rights held equally by all nations, and the Powers would not look on calmly while France exerted her sovereign will over the Nanning district. But the Chinese are likely to be themselves outwitted if these considerations actuated their policy of the open door on the West River, for nothing can arrest the increasing influence of France along the borders of Tonkin bounded by Kwangsi and Yunnan. The railway is an invaluable pioneer in international affairs, and France must predominate to the extent, at the very least, of her railway extensions. It is unlikely, however, that Nanning will become a bone of contention among the Powers. So long as Wuchow maintains its precedence as a port and trade centre in Kwangsi, Nanning must continue in a subordinate position. From all this it will be seen that British interests are not likely to be interfered with for years to come, and it is just possible, though it is scarcely likely that anyone will rely upon the event, that the opening of Nanning to foreign trade may bring additional grist to the Hongkong mill.

FIVE CHINESE HEROES AND THEIR REWARD.

Five Chinese carpenters of Hongkong who, at the risk of their lives, saved five sampan people from drowning during a storm which occurred in July last, have been presented with the noble sum of $5 each! Their deed must have been a heroic one or it would never have come to the knowledge of the police. We learn that they effected the rescue of five persons at the imminent peril of their own lives; their frail craft was nearly capsized half a dozen times; they kept their boat headed for the capsized sampan whose former occupants were struggling in the waves at the last gasp; finally, they managed to drag three persons into the lifeboat, and then had to dive under the hood of the upturned sampan in order to rescue two children. Not once or twice but half a dozen times the gallant Chinese endangered their own lives and it was only when at the point of exhaustion they that succeeded in rescuing two helpless infants. To those who have lived in the East it reads like a romance. Here were Chinamen, common labourers—imbued doubtless with the inherited belief that it is unwise to save life because then they will be responsible for the maintenance of the rescued here and hereafter—gallantly treading down tradition with no thought that they were heroes or qualifying for the coveted Albert medal. And they were rewarded with $5 each, from the Bellilios Trust Fund. Probably, had there been no such fund there would have been no reward. And how was this reward presented to them? Were the five Chinamen called to face a gathering of

appreciative fellow-citizens? Were they received with plaudits till the roof rang, and the whole community of labouring Chinese informed of the nobility of their compatriots' deed? Of course not, they were only Chinese carpenters. Some official at the Police Office handed $25—possibly in subsidiary coins, for notes are valuable in these days—to another police official, who in turn handed it over to the carpenters, who signed a receipt and there was an end of it. Why, dogs and goats are honoured with badges and medals in England. The horse of a great general wears his medals and lives out his days amid the love and friendship of his human acquaintances. But five heroes are treated like a lot of paupers, and insignificant, disreputable paupers at that. Unless we are vastly mistaken, the general community will agree that these five men—whose names we do not even know and may never learn except after spending a lifetime in the Circumlocution Offices of the Colony—should have been decorated at a public meeting specially convened for the purpose. That meeting might have been held at the new Harbour Office, where the Hon. Captain Barnes-Lawrence, R.N., might have expressed the universal approbation which the entire community feels when a brave act is bravely performed; or, better still, His Excellency the Governor might have called together his trusty councillors and invited the seafaring and other members of the public to attend a ceremony at the Government Offices in order to testify to their appreciation of valour and bravery, especially when these great elements have been found among men of humble origin and alien tongue. The Government would have honoured itself in honouring these men in public fashion, but nothing was done. A paltry $5—or, as one may conceive it, a tremendous gift of Five Dollars!—was surreptitiously thrown at them, much in the way that a bone would be heaved at a pariah dog. It was all a hole and corner business, not a duty well done but a disagreeable task suitably performed. Perhaps the Government officials were not exactly certain whether the Chinese carpenters were really heroes, and thought to save the public a general inconvenience. If so, then they succeeded admirably—nothing could have been better; no pearls before swine business for them. And now, money was meant to be spent. A month hence what will these heroes, whom we will still persist in calling heroes, have to show of their gallant deed done that stormy day in July? Could they not have received a Belilios "saucer," or medal as it is officially termed, or, better still, an illuminated certificate in Chinese, which would have constituted an heirloom in five families? And if the authorities had brought this heroic act to the knowledge of the public is it not the fact that the generous-hearted sailormen of the port would have readily put their hands into their pockets to subscribe towards some fitting emblem of their appreciation of the Chinaman's gallantry? Many men have been decorated with gauds galore for less. These five Chinese carpenters can rest content in the surety that those who come to know of their deed will regard them as heroes, and that heroes they remain despite the niggardly manner in which they have been treated by the official world.

AN IMPERIAL BIRTHDAY.

Although this is the anniversary of His Imperial Majesty the Emperor of China's natal day none would suspect it from the appearance of Hongkong, the major part of whose population consists of Chinese subjects. At least, there does not seem to be any violent attempt on the part of our Chinese friends to "maffick," to bedeck their buildings with bunting, to deafen our ears with crackers, or to enjoy the hilarity of what is euphemistically termed a "good time." Even the Chinese banking establishments remain open to do business, which shows that the Chinese bankers are not as others, for who ever heard of a European banking house in the Far East neglecting to take advantage of a holiday? His Majesty Tsai Tien (whose reigning name is Kuang Hsü) has had a chequered career during his thirty-four years of life. Born in 1872, he ascended the Dragon Throne at the age of three, but it would be a travesty to say that he has ever known the privileges which appertain to the person of a reigning monarch. All through his short but eventful life the Emperor has been regarded as a vacillating, weak inconsequent, hypochondriacal individual, bearing more resemblance to a puling, infirm infant than a responsible, steadfast and reliant being. He has been held in leading strings by the strong-willed Dowager-Empress. It is true that he almost shocked the world and amazed his subjects when he was believed to have promulgated certain progressive reforms in the government of his Empire some years ago, but it was only a flash in the pan. And yet, no doubt, he is a very amiable if somewhat eccentric young man, who would have passed quietly through the world, left to his own fancies and unheeded by any, had he not been born to his high estate. Possibly, had he been gifted with the force and energy of his ancestors the Chinese question would have been settled for ever by this time. The genius of the Dowager-Empress has preserved the Empire practically intact, but one wonders what will happen when she is no more. The latest record of His Majesty represents him petulantly pushing away his medicine while a trembling eunuch kneels at his door and begs his Royal master to partake of the draught. Yet all the edicts are supposed to be signed by the Emperor and everything is done in his name, even to the opening of Nanning to foreign trade. Perhaps Kwang Hsü would consider those his best friends who wished him long life in some retired monastery on the snowy peaks of Manchuria, where he could con the precepts of Confucius and become the embodiment of a mahatma. The only people who will probably spend the birthday in rejoicing are those ministers and officials who have been excused duty at Court for three days in order that they may celebrate the occasion in the bosom of their families.

"SOMETHING ATTEMPTED, SOMETHING DONE."

(16th August.)

At intervals during the past ten or fifteen years the Siamese Government has flirted with the idea of adopting a waterworks system which should embrace the metropolitan area. French and English engineers have been engaged to spy out the land and frame schemes for the provision of an adequate supply of fresh water for those resident in Bangkok. There exist to-day in the archives of the country reams of paper covered with statistical data intended to convince the Government that the schemes submitted would meet the requirements of the people. But up to the present time nothing has been done to carry into effect what would probably prove one of the most important improvements in the kingdom of Siam. Now and again the proposals of the past and gone engineers are resurrected from their moth-eaten covers, only to be carefully hidden away again in the depths of the undesired. And yet Bangkok, the capital city, with a population ranging anywhere between 400,000 and 600,000 people, is without a domestic water supply. Some attempts have been made to obtain water by means of artesian wells, but it can scarcely be seriously suggested that such wells would meet the needs of a city exceeding in size the Colony of Hongkong. In passing, we need hardly remind readers that Siam aspires to become a second Japan, and is bent on introducing Japanese methods of reform. The Crown Prince has been credited with a desire to espouse a Japanese princess in order that the bond between the two countries may be cemented. But we look vainly in the Siamese Budget for 1906-1907, just published, for any indication that some attempt at progress in the matter of a satisfactory water supply is likely to be started next year. The *Bangkok Times*, in no sarcastic spirit, remarks: "The Budget Report for the current year is on familiar lines and the main points dealt with are generally known." Although the excess of expenditure over revenue in 1905-1906 amounted to 588,250 ticals or, roughly, about £37,000, it is covered by the balance of the £1,000,000 loan which was floated in London at 4½ per cent. last year. The energies of the Government appear to be mainly directed towards railway construction, which, while a commendable feature of the Budget Report in itself, should not exercise the attention of the Public Works Department to the exclusion of pressing needs such as that mentioned. It is satisfactory to note that the Irrigation Department is pressing forward its campaign against the droughts which periodically work havoc with the great staple of the country, the rice crop. Our contemporary remarks that: "Of the proceeds of the foreign loan there was left at the beginning of the present financial year approximately tcs. 3,713,224. But this loan account is budgetted to provide tcs. 7,250,000 during the current year for railway construction, and we are therefore told that it will be necessary for Siam to again raise a further loan for productive public works. Another and a larger loan is fully justified in view of the great amount urgently requiring to be done in the way of such works." Turning to the exchange and currency report, which may be described as the special department under the control of Mr. C. Rivett-Carnac, we find that the efforts made three years ago to fix the value of the tical on a gold standard have come to fruition. Mr. Rivett-Carnac writes: "It had become evident that there was no prospect of the Singapore dollar being fixed by the Straits Government at so low an exchange value as two shillings, and there was therefore no longer any advantage to be gained by continuing to maintain the equivalent ratio of 16.67 for the tical. Partly with the object of giving to the tical an exchange value more easily measured against the pound sterling and partly in order to raise its exchange value to a point somewhat more in excess of its intrinsic value, the Government determined in November last to raise the selling value of the tical to 16 ticals to the pound sterling equivalent to 1s 3d per tical, and in the month of January last the new rate was attained by the local banks making large purchases from the Government at that rate. Meanwhile the Government has accumulated heavy gold balances in London and the banks have been notified that the Government is now prepared to sell drafts on an exchange rate of 1s 2⅞d per tical thus making the value of the tical effective at from 1s 2⅞d to 1s 3d. per tical." It would therefore appear that the currency question in Siam has adjusted itself, partly through the foresight of the financial advisers of the Government and partly through the action of the Straits Government in fixing the value of the dollar at 2s. 4d. There was a slight decrease in the total value of the imports last year and a slight increase in the exports. Rice accounted for 77 per cent. of the total exports in 1905 as compared with 80 per cent. in the previous year. The teak export was the greatest on record, exceeding three-quarters of a million sterling. There cannot be the slightest doubt that taking the Budget as a whole the position of Siam is most satisfactory, and if only local reproductive works were undertaken in proportionate degree to the irrigation and railway works there would be no opportunity for cavillers to exercise their carping propensities. Siam should find little difficulty in raising another loan on the strength of her undoubted material prospects, and it is to be hoped that part of that loan will be devoted to ameliorating the condition of those whose avocations compel their residence in the metropolis, and thereby put an end to the annual recurrence of fevers and diseases which devastate the community during the dry season.

HONGKONG DOCKS AND MISSED OPPORTUNITIES.

Considering the number of those in Hongkong who are either directly or indirectly connected with the shipbuilding and shiprepairing industry much interest will have been aroused by the paragraph which we were enabled to publish last evening, through the courtesy of Mr. Amos P. Wilder, Consul General for the United States, regarding the requirements of the Transportation Department of the Philippines. In the ordinary course of things, the notice would probably have been advertised, but the Insular Government has become parsimonious in these days and delegates to its consular representatives the duty of giving publicity to the wants of its various Departments through the consulates, thereby throwing additional work on a hardworking body, and, it is to be feared, sometimes limiting the number of inquiries which might otherwise be made. The notice in question stated that the Transportation Department were asking tenders for the construction of a sea-going tug, a stern paddle wheel steamer and a hull for a steam launch. We understand that specifications have been forwarded not only to Hongkong but also to Shanghai and Japan, so that it is obviously the desire of the Philippine Government to secure bids from all the principal shipbuilding firms in the Far East before the contracts are allotted. At present the keepest competition exists in the shipbuilding and shiprepairing industry, and it is imperative that if Hongkong is to maintain its reputation as one of the chief shipbuilding centres in the Far East those responsible for the conduct of the affairs of the Hongkong and Whampoa Dock Company must be up and doing. Shanghai is again prepared to teach Hongkong a lesson in the matter of hustling. While casting no reflections on the directors of the Hongkong and Whampoa Dock Company we would direct their attention to the fact that the rivalry of the Shanghai Dock and Engineering Company has become no less keen since its reconstruction. Taking time by the forelock, the directors of the latter concern have delegated the powers of the board to Mr. Turnbull, the energetic representative of the Company (who, some five years ago, successfully completed against the Hongkong and Kawasaki dockyards and other similar enterprises in the Far East in securing the contracts for the construction of gunboats required to patrol the waters of the Philippines) to secure whatever business there may be obtainable in the American dependency. At present Mr. Turnbull is on a visit to Manila, and although he has given it out that he is there on a visit to old friends, he has admitted that he is prepared to combine business with pleasure. The activity of the northern Company may be fittingly contrasted with that of the local enterprise, whose attitude seems to savour somewhat of either lordly indifference or senile apathy. In this connection we would recall the case of the U.S. transport *McClellan*, the breakdown of whose machinery was the subject of comment in the Press of Singapore and Hongkong. Two months ago it was a well-known fact that the machinery of the *McClellan* was in a broken-down condition, and that the boilers alone required repairs to the extent of $65,000, so that the work in connection with the docking and overhauling of the transport would ultimately mean the expenditure of a round lakh of dollars. We suggested to the directors of the Hongkong Docks the advisability of despatching a competent engineer to the Philippines with the object of securing from the authorities at Cavite the order for the docking and repairing of the disabled transport. But that suggestion, which had the warm support of many interested in the local company, has not been acted upon, or, at any rate, no information has been allowed to appear to the effect that a representative was sent to the Philippines prior to the arrival in Hongkong, about three weeks ago, of the notice calling for tenders for the necessary work required on the *McClellan*. Why there should be all this indifference at a time when competition is so great and work on the other side of the harbour is apparently so slack, it is difficult for us to comprehend. As far as we can see there can be no reason why money should not have been spent and energy exercised in order to secure for Hongkong, before any rivals were in the field, the docking of the *McClellan* at Kowloon. It may have happened that Mr. Turnbull, on behalf of the Shanghai Docks, had anticipated the arrival of any Hongkong representative who might have been sent late in the day by the local Dock Company. If so, on the principle of "first come, first served," Mr. Turnbull, with his persuasive powers, as evidenced in the past, may be depended upon to have used his best efforts in the interests of the Company he represents. And in that case where will Hongkong be? We regret that we have fallen upon times when a business undertaking of the magnitude and importance of the Hongkong and Whampoa Dock Company, capably conducted, as it is admitted to be, by its chief manager and his technical staff, should be guided by an administrative body so apathetic to the suggestions of the Press, representing, as we may claim to do, a large section of the shareholders. It is eminently desirable that at the forthcoming meeting of shareholders questions should be submitted to the Board with the view of elucidating the real reasons why Hongkong sat still while its more energetic rivals were straining every nerve to secure the legitimate business which awaits the successful competitor. Much useful information should be elicited to which the shareholders no less than the general public are entitled. It should not be forgotten that the *Dewey* is already prepared to dock vessels belonging to the United States Navy. It was expected that the *Meade*, one of six transports attached to the Philippines, was to have been sent to Hongkong to be overhauled, but the latest news to hand is to the effect that she will now be docked on the *Dewey* and whatever repairs might have been carried out at Kowloon will now be made at Olangapo, which is another reason why the Hongkong and Whampoa Dock Company should lose no opportunity of exerting itself to the uttermost when business offers.

THE MANCHURIA—HONGKONG STEAMSHIP SERVICE.

(17th August.)

Whatever doubt there may be as to the sincerity of the Japanese promise that Manchuria will be open to the trade of foreign nations on the 1st September next, there can be not the slightest doubt that Japan is determined to make the best possible use, for the benefit of her nationals, of her hardly-earned victories in the north. Since the termination of the war, Japan has been exerting her forces to the utmost with the object of restoring those conditions which prevailed in the fertile province of Manchuria prior to the war, and of conferring on the population the forms of government which have been found suitable in the agricultural districts of Nippon. The work has proceeded quietly but none the less expeditiously; the railway lines are in working order, although we are told that they cannot yet be opened to the passage of merchandise, owing to the immediate requirements of the troops still in the country. Those who distrust Japanese methods have roundly declared that compatriots who are traders are finding no difficulty in utilising the railways for the despatch of Japanese goods into the interior, but as the responsible Ministers of the Government have repudiated those statements either as wanton fabrications or gross exaggerations, and as the time remaining for Japanese merchants to establish themselves unopposed by foreign competition can be measured by days, it is needless to labour the points submitted by Japan's detractors. The important point is that Japan is resolved to follow up her conquest on the battlefield by the more peaceful conquest of the commercial world in the Far East. And one of the centres from which will radiate numberless units of Japanese energy will be the rich hinterland of Manchuria. From the telegram which we published from our own correspondent at Shanghai yesterday, it may be deduced that Japan regards the entire coast of China from Dalny to Hongkong as under her wing. A Japanese company with a capital of ten million yen has been formed to inaugurate a fleet of steamships which will run in connection with the Manchuria railway. It is well known that the province abounds in mineral deposits and several coal mines have been worked and are in working condition now. It is proposed to tap the rich coal fields, bring the product to Dalny, or Tairen as it is now termed by the Japanese, and export it in the vessels of the company, now incorporated to Hongkong and Shanghai. The telegram in which this information (which should prove of the utmost importance to the shipping community of Hongkong), is conveyed explicitly states that this port is to be the terminus at this end. That will naturally import a new factor into the competition which will spring up when Manchuria becomes an emporium for western goods and will decidedly affect the position of those who have looked forward to the northern market as an outlet for those efforts which were emasculated by the war following the Russian occupation. The Japanese vessels after discharging their cargoes of coal at Hongkong and Shanghai will seek to obtain return cargoes of merchandise to Dalny. In other words, while they will have an established base at Dalny, with a monopoly of the coal trade, they will open agencies here and at Shanghai to procure freight for the north. In this way the ordinary shipping agent will be placed at a great disadvantage in competing for a share of the northern trade. Vessels belonging to local firms may manage to secure cargoes for Manchuria, but it is extremely doubtful whether they will succeed in face of Japanese opposition in obtaining sufficient freight to cover the expenses of the return journey. The Japanese steamship service being in alliance with the coal exporters and the railway operators is bound to hold a controlling interest in the shipping trade, and should it come to a tariff war it is difficult to see how the Japanese can fail to win. All the advantages seem to rest on the side of Japan, but of course there are adventitious circumstances which may materially alter the present outlook. The Japanese business and shipping firms have strongly entrenched themselves in readiness for the forthcoming rush of commercial exploiters, and it will be for the commercial mercuries of other nations to discover how these positions may be enfiladed. Meanwhile, the only satisfaction which we may feel at the moment lies in the fact that Hongkong is one of the ports whose trade will be augmented by the presence of the Japanese Manchuria steamship service.

HONGKONG GUN-DEALERS AND CANTON PIRATES.

Ingenuity has its limitations, as a Hongkong gunshop keeper learned to his cost yesterday. From all that transpired it is evident that the defendant drove a thriving trade in the surreptitious sale of rifles and the manufacture of dummies. The Inspector was in the habit of making his regular calls on the defendant to inspect his sale returns and to examine the stock with the object of discovering whether the sales corresponded with the arms remaining on view. It is perfectly obvious that such inquisitorial methods go against the grain of the "really honest" trader who desires to make a trifle on the side, and the shopkeeper in Queen's Road Central determined to make his fortune and allay the suspicions of the inspecting officer at one and the same time. Accordingly, when his patrons called and whispered that they wished to purchase a number of absolutely reliable rifles to defend themselves against the pirates who scour the Canton delta, and when they also said that they did not wish to be incommoded by the insinuating attentions of the police, the shopkeeper replied that he had met men after his own heart. He was only too willing to oblige for a consideration, but, as he was liable to be caught and punished under some absurd law framed by the suspicious authorities, that consideration would require to be highly satisfactory. Whether the defendant required testimonials as to the *bona-fides* of his customers and demanded a share in the loot should they unfortunately fall into a piratical ambush and sweep their opponents off the face of the waters by means of those new and up-to-date rifles does not appear, but it was made clear that he sympathised with the object of the buyers, for not only did he sell them the rifles *sub rosa*, but he actually manufactured imitation weapons, water-tube piping doing duty as barrels and rusty nails as triggers. The police found fifty-six of these dummies artistically displayed in the defendant's shop, and although the licence-holder urged that he had received the home-made articles from countrymen in exchange for new weapons, all in the way of business, an unbelieving Magistrate sentenced him to pay a fine of $150, the maximum penalty, and $10 for each of the dummies, or $810 in all. The money was cheerfully paid, so we know that the gunmaker's and gunseller's business is a highly lucrative one. It has been a common belief in Hongkong for many months past that those who had the money to spare found little difficulty in procuring arms and ammunition without going through the ordinary forms required by the Arms Ordinance. The difficulty has been to lay the guilty parties by the heels. After all, the utmost vigilance of the police cannot block every loophole and the rogue who sets out to obtain arms is no common malefactor. He will go to any shifts to effect his purpose, and that he frequently succeeds there cannot be the slightest doubt. The action of the licenceholder in contravening the terms of his licence cannot be too highly reprobated, yet one can realise his temptations. He is offered preposterous prices for his weapons; he is cajoled as only the thorough scamp knows how to cajole; he is told that the police will be hoodwinked and nobody will be the wiser if he sells a number of rifles to unknown persons; and at length he is won over, partly by promises and possibly by threats. Of course he should call in the police, but before he knows his position he is too deeply implicated, too much hand in glove with a parcel of scoundrels, to wriggle out of their clutches. He may not be a pirate himself, but without him the pirates could not exist, or at any rate they would be greatly handicapped. Mr. Hazeland, who heard the case, justly remarked that "he did not think the defendant a fit and proper person to hold an arms licence," and he imposed the the maximum penalty. "He regarded the case as a very serious one, especially having regard to recent events in respect of piracy which had occurred close to this vicinity, and in view of which it was absolutely necessary that the provisions of the Ordinance should be enforced in the present instance." The belief that pirates were being supplied with arms from Hongkong has therefore, for all practical purposes, been justified. It is extremely probable that the bullet which killed Dr. Macdonald on the *Sanam* and the bullets which wounded the captain and officer of that boat came from weapons which had been disposed of by unscrupulous or faint-hearted dealers in Hongkong. Mr. Hazeland has done what he could to give a salutory lesson to those who traffic with scoundrels, but it is unlikely that it will have much effect. The Ordinance is, in this respect, far too narrow; the maximum fine and punishment are inadequate, and the Attorney-General might be induced to consider the advisability of increasing the powers of the Court so that a criminal found in league with pirates or even suspected of being a friend of pirates might be dealt with in a fashion that would strike terror into the hearts of the evil doer. A fine, which can always be paid out of the profits of the business, even if supplemented by a term of imprisonment, is far too light for the crime; something with the spice of the "cat" in it, we suggest, should be inserted into the Ordinance.

A HONGKONG TRAIT.

Hongkong has been invaded during the past month by gangs of Indian coolies who have been variously stated to be bound for America, Panama and Honolulu. The Indians have generally sojourned in the Colony for several days after arriving from India and Ceylon, and, naturally, the petty shopkeepers have managed to make hay while the sun shines. Even the few pice in the possession of the average Indian coolie is not to be despised in these days when competition exists on every side, and it is safe to say that these coolies left Hongkong considerably poorer—which is a very comparative term in this case—than they were on arrival. The majority of people, however, have had little interest in the worldly possessions of the Indians, which is little to be wondered at considering that most of them seemed to have nothing more than the merest wisp of a loin-rag to call their own. But there has certainly been a certain amount of vague speculation as to the destination of the emigrants. Even the lower-class Chinese coolies were not wanting in curiosity. When the rush to the Californian gold fields occurred in '49, the Chinese, or at least all of them who could raise the passage-money, were off hot-foot to Kum Shan (the Mountain of Gold); and there was another exodus when gold was discovered in Australia, the Chinese being eager to try their fortunes in Sun Kum Shan (the New Mountain of Gold). Perhaps some of the native inquirers who hung around the Indians the other day believed that by carefully counting their cash they might emulate their fathers and secure riches from another gold mountain. It is to be feared that their hopes have been disappointed on this occasion. We learn that the Indian coolies have been indentured to work in the saw mills of Vancouver, Port Moody, Barnet, and New Westminster. The contractor, Dr. D. R. Davichand, has made an agreement with a number of sawmills to furnish them with 2,000 Sikh and Hindu labourers. It is reported in the latest issue of the Vancouver *World* that already 300 Indians have been placed, and more are expected by every mail. Most of the men, it is stated, are reservists of the British Army in India, but if that is really the case the coolies who have made Hongkong their half-way house hardly impressed one as being any great loss to the Army. It remains to be seen how they will weather the winter of Canada. In this connection, it is of interest to notice that the Indian coolies are taking the place of Chinese and Japanese labourers in the lumber mills. When we remember that the tin mines of the Federated Malay States—which demand hard manual labour and continuous efforts on the part of those employed to wrest the metal from the soil—are worked by coolies specially imported from South China it is difficult to credit the statement that the Chinese are being ousted in favour of the Indians. Possibly, the explanation is that the Indian coolies are expected to be more docile and tractable than their predecessors, for the Chinese coolie is notably a self-assertive individual who will by no manner of means suffer any imposition. Possibly, also, Indian coolies are willing to accept less wages than a gang of Swatow labourers. The idea of substituting Indians for Chinese and Japanese does not strike a resident in China as being a very happy one, but it is an experiment and that is all that can be said about it. In any case, Hongkong derives some benefit from the short visits of these indentured coolies. It is one of the peculiarities of Hongkong that it invariably manages to secure some of the spoil if spoil is around. When the gold fever was at its height Hongkong welcomed the Chinese emigrants to America and Australia; and helped to relieve them of some of their superfluous cash during their temporary residence in the Colony. When coolies were required for South Africa, Hongkong stepped in and demanded her share of the disbursements. Now we have the Indian—"Lo, the poor Indian"—who is contributing to the exchequer of the lodging-house keepers and all the tribe of hawkers. So that we may confidently rest assured, despite all gloomy prognostications, that there is still hope for Hongkong.

THE GOVERNOR-IN-COUNCIL AUTOCRACY.

Now that the New Territories are being opened up through the regenerative influences of railway development, interest has been aroused as to the prospects of this *terra incognita* from the point of view of the investor and the merchant. We have previously noted the fact that some of the most influential business men in the Colony have been at pains to prove to their own satisfaction at least that mineral deposits abound in the New Territories, and experienced prospectors who have explored the ground have given the assurance that the deposits are not confined to the surface but extend in well-defined lines through the strata of the district. Especially is this the case with respect to iron ore, which has been located, tested and found to exist in paying quantities. But the gradual extension of the railway accompanied as it is bound to be by the exploiting of the district for commercial and other purposes must lead to a consideration of the conditions under which land may be prospected and leased. The fact that the early prospectors found sufficient evidences of mineral wealth within the small area over which they travelled has not escaped the notice of that large body of people who are always on the outlook for profitable investments or favourable speculations. Indeed there is reason to believe that various parties have at different times made short journeys into the interior with the object of forming some idea as to the future of the New Territories. That all are convinced there is a bright prospect in front of those who are first on the field may be accepted as a fact. But even if there should be misgivings on the part of a few the opportunity afforded of participating in the development of the country will appeal to the majority of people. And in these days, the knowledge that mineral wealth has been located, and analysed to the satisfaction of the promoters of the prospecting excursions, is not likely to deter others from seeking a share in what may prove to be a new bonanza. For these reasons attention will be directed to the terms of the Ordinance which governs the searching for minerals and the leasing of lands. In June last a Bill was introduced into the Legislative Council "to empower the Governor to grant licences to search for and prove minerals and to grant licences and leases of land for the purpose of working mines and minerals." The Bill consisted of only five clauses and it passed the Council at two sittings. But although the Ordinance appears so simple at a first glance, a little consideration will show that it contains principles which are repugnant to British ideas of justice and fair play. In the first place, this Ordinance confers on the Governor, or the Governor-in-Council which is very much the same thing, the power to grant concessions to companies, syndicates or private individuals the right to prospect in the New Territories. And also empowers the Governor, or Governor-in-Council (the section is somewhat vague) to grant licences for the working of mines and minerals. There is no reference here to the opinion of the community. The whole matter rests in the hands of the Governor and a few officials who may or may not be swayed by private inclinations or private prejudices. For instance, should it come to the knowledge of some persons interested in the development of the New Territories that another party had decided to apply for mining rights over a certain area they might possibly make application for such rights in order to forestall their rivals. Should the latter also apply for the same rights it would rest with the Governor-in Council to say which of the parties should be favoured by the Government. It may be said that the Governor-in-Council will endeavour to act in the most judicious manner in dealing with rival applications and keep in the forefront the advantages likely to be derived by the country from the entrance of the rival claimants. But there is always a bias in the mind, and should the Governor-in-Council grant an application to an alien syndicate for example, rather than to a company of British merchants, even the Governor-in-Council would not escape from the suspicion that there had been prejudice and double-dealing, not to say hanky-panky, somewhere. Of course, we all repose the utmost confidence in the Governor and those who advise him in these matters, but even the Governor is not omniscient, and in these matters there are wheels within wheels which might affect a decision one way or the other. The point is this that as the Ordinance stands it gives far too much power to the Governor-in-Council. It precludes honest competition and may deny a man the fruits of his labour. How can the Governor-in Council, or any other body for that matter, which works behind closed doors and gingerly whispers secrets of vital importance to the community, how can the Governor-in-Council which has only an official view of affairs and cannot appraise the value of the arguments set before it because they are not open to be controverted give a decision which is absolutely fair and just in every case? Why should a concession be granted by a body with autocratic powers?—a body which is here to-day and gone to-morrow and responsible to nobody but itself. What has the Governor-in-Council to do with leases at any rate? If a party desires a lease then let him bid for it in the public market. Let the competitors fight it out—at least, let everything be above board so that we may know how we stand. This hole-and-corner business is becoming a public nuisance in Hongkong. In ordinary cases the Government is quite content to put up Crown lands to public auction, and so far that system of open dealing seems to have worked without damage to anybody's interests. The question of the New Territories is vastly more important, and why such matters as leases of land in that district should be given at the whim of this or that official for no good reason, it may be, and possibly for no reason whatever, except some inward predilection for the applicant, it is impossible to say. The Governor-in-Council may be like Cæsar's wife for all we know, but even Cæsar's wife would be called to the bar of public opinion in these iconoclastic days. When the Ordinance which confers these illimitable powers on the Governor-in-Council first came before the Council members might have looked for the reasons for its introduction. If so, they read that: "The object of this Bill is fully stated in the title thereof"—and members could grope in the dark as they pleased. The fact is the only thing this Ordinance does is to make the Governor-in-Council supreme over the New Territories, with full powers to give or withhold, to confer a boon or withdraw a favour. The Sultan could scarcely claim more autocratic powers: the Tsar never possessed them. In the 4th section of the Ordinance it is laid down that: "It shall be lawful for the Governor to grant and agree to grant. . . . such leases as may be declared by the Governor-in Council to be expedient to be granted for the purpose of working such mines, metals or minerals," etc. Why "the Governor" and not the "Governor-in-Council"? Was it purposely determined that the Governor should be in position to refuse, if necessary, his consent to the advice of the Executive Council? If the "Governor-in-Council" is to do everything else why should the "Governor-in-Council" be left out in the cold when it comes to the actual granting of leases, and that for no less a period than 75 years? The Ordinance is, on the face of it, an anomaly even in the vicious principle of government by bureaucracy. It is founded on the Star Chamber; we are to have in Hongkong another Council of Ten. Let the Government say at once that its mind is made up regardless of facts; that honest competition is not wanted, being effete, absurd, and contrary to official ideas. However, the law is there and the Government will stand by it rather than stultify itself. Under the Ordinance, the Governor-in-Council was empowered to frame regulations as to fees, rents and royalties to be paid in respect of licences and leases. These regulations appeared in the *Gazette* last week, and one of the regulations was that each mining lease should provide for the payment of a royalty in respect of each species of metal, etc., for which licences had been granted. It was also provided that the payment of such royalty should be at a rate not exceeding 5 per cent. of the estimated market value of the metal or mineral. To-day a *Gazette Extraordinary* announces that the rate for iron ore has been fixed at 10 cents per ton. That would seem to indicate the intention of the Government to put the Ordinance and regulations into force immediately. We can only say that we think it is to be much regretted that the Government has been led to adopt such miserably unsatisfactory methods in dealing with a matter which vitally concerns the development of the New Territories and the prosperity of Hongkong. There is not an unbiassed business man in Hongkong who does not adversely criticise the terms of the Ordinance.

ON many occasions Chinese coolies, who watch the proceedings of cases at the Police Court, have had to be hauled out by Usher Fox and charged with contempt of Court. The "contempt of Court" in those cases were simply smoking in the Court-room, but a case which was heard before Mr. Gompertz on Wednesday illustrates how much respect the average coolie has for a British Court-house. The coolie was arrested by Usher Fox for committing a nuisance on the wall of the Court-room. On being placed before his Worship the coolie was ordered to pay a fine of $2].

ALONG THE CHINA COAST.

SOME NOTES BY A TRAVELLER.

[*Written for the "Hongkong Telegraph."*]

INTRODUCTORY.

11th inst.

Let us announce at the outset that these notes are meant only as fragments; that they are in nowise intended to give more than a passing glimpse of some of the things seen, heard and experienced by a not-over-observant traveller as he passes northward from Hongkong, endeavouring especially to reach some of the little-visited places lying between, or near, the major posts—though not altogether neglecting the latter.

It was at first thought to be possible to journey all the way from Hongkong to the first port reached by the regular coasting vessels, viz., Swatow, by a series of trips on native launches. The coast line between Hongkong and Swatow, while in general form suggesting the south-eastern quadrant of a circular circumference, resolves itself upon closer acquaintance into a series of seven indentations, the three more northern ones, Tungao Road and Haimun and Hope bays being considerably smaller than the four southern or western ones, Mirs, Bias, Hong Hai and Hie Che Chin bays. Hong Hai is the largest (about thirty miles wide at its mouth, and extending some twelve miles inward); and contrary to the expectation aroused by its name, the smallest is "Hope" Bay (only eight miles wide at the mouth and extending inland but three miles). This lies due south from Swatow about eight or ten miles, and is, in fact, separated from the latter by what is really, by virtue of being crossed by two fair-sized creeks, not a part of the mainland but a large twin island, the outer promontory of which, shaped like a huge hammer-head, bears the "Good Hope Cape" Lighthouse, whose white gleams stream seaward some fifteen miles, and perhaps it is this beneficent factor which after all justifies the name from the mariner's point of view.

Inland from most of these bays, at distances varying from two to twelve miles, we find several fair-sized settlements, as Bueleng, Haifung, Tai Sami (or Swabue), Lufung, Hweilai, Sualeng, and Chaoyang—four of them walled cities, and these with Swabue making five that are occupied by missionaries.

Besides these places just mentioned, and relatively speaking they are of little or no importance, the only other place which it seemed desirable to visit in our casual survey of the coast before reaching Swatow, was Brenker Point Light, the first lighthouse encountered above Hongkong.

But the plan to reach these places by a series of trips on native launches sounds better when spoken of, and looks easier when studied on the Admiralty chart, than it really proves to be when one actually attempts the initial stages with any desire for certainty in being able to go on without inordinate delay. Though if one had decades of time at his command and were willing and patient he might spend a goodly portion of it in carrying out such a plan of coastwise travel.

So far as it could be ascertained beforehand, the only likely place, omitting Mirs Bay as too near at hand, was Tai Sami or Swabue (spit end—or tail of the spit) to which there is a daily launch service from Hongkong—the run requiring eight hours and the start being made at 7 a.m. From Swabue there is the chance of getting a launch to Swatow about twice in ten days, though the service is far from regular.

We mention such details in this case and shall do so for others also, because judging from the difficulty with which definite information has been secured—and that mostly by actual and sad experience, it seems desirable to present data which may be useful to other intending itinerants.

SWATOW.

Entering the outer harbour of Swatow in the early dawn, passing Double Island at least a couple of hours before the residents, who have come down there for a little respite over night, will arise, one passes through a narrow strait into a larger estuary. On the north side of the strait the ordinary waterfront of a Chinese coast city is seen, with its Customs landing, mission compounds, and modern godowns prominent in the foreground. The Customs foreshore is a large open common, which, though unadorned, affords a veritable boon on a summer's evening to large numbers of natives who crowd there from their close city quarters to catch a refreshing sea breeze. Directly opposite on the south the attractive and comfortable residences of the foreign friends of China appear, built, or rather in some cases "perched," here and there along the rockiest shore-ridge one has yet encountered in China. These dark and brownish granite crags in some places assume most curious forms, many of the houses are half hidden by others and by the trees which relieve, to some extent, the rugged character of the hills, and as seen across the clear water dotted by many sailing sampans and a good baker's dozen of fair-sized merchant ships of various nations, riding quietly at anchor, or turning slowly in a huge arc toward one of the hulks moored along the city's front, the whole picture gives an impression of beauty long remembered. While the southern shore is by far the more picturesque and the northern flat and rather drear and sandy, yet the latter enjoys, during the summer months, a nearly continuous breeze which at about one or two in the afternoon generally stiffens considerably, and bears the significant name of "the Swatow Doctor"—old residents declaring its efficiency, and, with considerable truth no doubt, to be superior to a host of real and wise doctors.

Though now a place of perhaps 35,000 people, we understand that some forty years ago it was but a small fishing village and has reached its present importance solely as a result of foreign trade, or at least trade carried in foreign bottoms—and that now it ranks, among the first five ports of South China as a revenue producer for the C. I. M. C.

Having learned these facts, to our surprise as we approached Swatow, we still did not expect to see thirteen good-sized freight vessels at anchor in the harbour and all working. The disparity between this and the rather inadequate site of the town proper, naturally caused some wonder. But the riddle was soon solved—and no doubt the answer is already well-known to many of our readers—when one came to see the rich and heavily cultivated lowlands lying to the north and east copiously watered as they are by the many branches of the River Han, and learned that about twenty-four miles to the north as the crow flies is the city of Chau Chu (or in Mandarin Ch'ao Chau) which is the real trade centre, Swatow serving simply as its port. Accordingly a trip up the river is planned which proves of considerable interest and is readily accomplished

THE RIVER HAN,

which begins among the hills of south-western Fukien, and flows with simple modesty almost due south toward the estuary, at the narrow entrance to which Swatow finds itself. It is to be distinguished from the other river of the same name, a much more pretentious *Hiang*, which rises in south-western Shensi and winds its way eastward, through that province, and then southward across Hupeh to form with the mighty Yangtsze a junction which is marked by the triple alliance of Hanyang, Hankow and Wuchang. Though affording no comparison with this name sake, so far as mere magnitude is concerned, we venture to think that it presents some worthy charms which the camera and not the pen alone suffices to reveal.

Starting from Swatow at dawn on a typical July day—one sufficiently sun-bright to satisfy the most ardent lover of summer, and yet canopied with drifting masses of white cumulus clouds which serve alternately as shields and reflectors—our sampan passes, thanks to sail as well as pole, through one of the many narrow creeks which decimate the delta, and after some eight miles enters the river proper near the village of Ampu. Here the water broadens considerably and we glide along more swiftly, under increased wind and less frequent tacking.

A few narrow islands now and again reduce the navigable width, but compensate for this inconvenience by the added scenic effects. A sharp turn in the river affords the curious sight of a boat just ahead, bearing due northward, on a slender silver stream, and not far to the west another, only the sails of which can be discerned, ploughing its way due south, apparently through an "unwatered sea," all gloriously golden with maturing rice, and yet both are journeying on the same stream and impelled by the same breeze. This effect, heightened by the clearly reflected image of the first boat, and the variable shadows cast by its turning sails, together with the choppy yellow waves which submerge the hull of the other, as the wind causes the ripened grain to toss its heavy head, makes altogether a picture well worthy of our attempted description.

Evidently this river is subject to large rises, for throughout a great part of its length the banks are marked by substantial stone and concrete dykes—the tops of which, at this harvest season, are gaily festooned with countless sheaves of rice yellowing under a July sun. These dykes are frequently supplied with a peculiar sort of water-gate, giving entrance to small canals, leading away into the midst of the cultivated fields—but quickly closed at times of too high water by heavy timbers slid into place in granite grooves.

Some of the rocky bends of the river bank afford quiet pools in an otherwise rapid current, and about them one sees ducks, geese, cows, and even the youthful herders, all enjoying the coolness of a submerged existence; while along the top of the dyke, not far away appear three dark figures silhouetted against the sky—a buffalo cow and two herders, one a mere midget, the animal, by all odds, wearing more covering on its body than its keepers can boast of.

But perhaps the most characteristic thing encountered on the River Han is the peculiar sort of craft used by the Hakka river-men. We have not seen them anywhere else, and never saw them pictured. A high beak-shaped prow with flat sides and angular, not rounded, lines is the most striking feature. Down the steep sloping sides of this beak the poleman treads as bending nearly three quarters over he pushes the boat ahead, by the usual long bamboo braced against his shoulder. The second marked feature is the sail—no proper mainmast being used, but an upward spreading prong of bamboo poles around which at the lower half extends a stiff curved bamboo matting while between the upper and wider part of the prongs a cloth sail is bellied into a portion of a truncated cone by the pressure of the wind directly behind. We imagine that this rig is of small efficiency where tacking is necessary, but we can testify from experience that when sailing dead ahead of the wind this curious craft makes no mean headway.

As twilight fades the night becomes radiant with a nearly full moon, and while other less ambitious boatmen ride at anchor, our craft glides silently on, and the traveller lying flat on his back on the prow can star-gaze and muse to his heart's content—his meditations now and again being broken by strains from the lute of some boatman he is passing, which come to his ear as a cross between the notes of a Scottish bag-pipe and the sounds encountered in the streets of Cairo, (with apologies to the former).

By midnight the objective "fu" is reached, and day-break is awaited before setting out to investigate what it affords.

A REMARKABLE CITY: CHAU-CHU-FU.

An early morning start gave us a chance to climb one of the highest hills on the east side of the river opposite the city without unnecessary fatigue, and as the mists lifted and the horizon broadened one saw that the city was centred in the midst of a striking amphitheatre of hills, a full three quarters of a circle, the only apparent opening being toward the south which was the way we had entered in the night.

The second marked feature in the landscape is the peculiar old bridge across the Han which at this point is perhaps half a mile wide *in toto*. This consists of twenty-two piers (originally twenty-four) which are large enough to bear on their tops on either side of the bridge's treadway fair-sized shops of different sorts—barbers, blacksmiths, carpenters, etc. These piers are joined by three huge slabs of pinkish granite, laid side by side, which by actual measurement are four feet thick, four feet wide and forty-five feet long, and in some cases longer. They were evidently put into position by being floated on boats at highest water of the year and then dropped into place as the river level sank. In some cases they have not sustained their own weight and now heavy timbers here and there do duty instead—and yet as a whole the bridge is quite well preserved for, doubtless, it is of considerable age.

There is a break in the bridge, however, near the western shore and this gap of some 150 feet is covered by eighteen chained boats and plankways. At the time of high flood tide these boats rise to the level of the bridge floor and the chains let go, whereon a reward of 200 cash is offered for each boat secured and returned. This takes place every year and interrupts the use of the bridge at the very time when it is most needed!

At the western end of the bridge crouches a huge metal (bronze?) water-buffalo, and legend has it that there was another at the other end, but when an extraordinary flood years ago carried away the two pieces now missing, the other buffalo jumped over and swam upstream never to return! At least the loafers at the bridge-end, and there were many of them, so declared.

But aside from its being situated in the midst of a striking amphitheatre of hills and owning such a curious bridge, the shop-crowned piers of which mildly suggest London's famous span, Chau-Chu-fu itself, as a Chinese city, is one of the most remarkable we have seen.

Dirty streets and delapidated city walls are so usual, that when one encounters a well kept wall and a wide and clean, and yet busy, main street his attention and even his admiration are justly aroused. Every effect has its cause and we were naturally curious to learn the reason for this remarkable condition of things in a Chinese city. With regard to the wall, doubtless the necessity of adequately guarding the city against the annual floods has had a great deal to do with keeping the wall in such good repair, at least that portion along the river front; and as the various sections of the wall are maintained at the expense of the several districts of the city, and it is a matter of pride for each district to have its section of wall not inferior to any other, the consequence is a complete wall, well maintained throughout its whole extent.

So sudden and so voluminous floods of the river sometimes occur that it is necessary to make adequate provision for barring the city gates against the rising water, and we found the same sort of huge granite grooves in the walls just in front of the gates as we had previously noted in the dykes along the river bank, and heavy timbers were ready to hand to slide into position, and piles of earth as well as sacks filled with it were nearly ready to form an effective dam, when put between the regular gate and this extra screen of timber arranged in front. The street outside the wall is sometimes flooded sufficiently to force the inhabitants to seek the second stories of their houses, and so to provide an easy way of egress. The wall bears openings opposite the various houses and planks can be laid from the windows to the wall, which at such times becomes one of the main thoroughfares of the city.

As already remarked Chau-Chu-fu can boast a clean and well-kept main street, and one is also struck in passing along it to note the prosperous and progressive character of many of the shops. Some estimates of the population reach as high as 300,000 and while we cannot be sure of this, we should at least recall that throughout Kwangtung not more than six other places, outside Canton, are at all likely to be comparable in size and much less in importance. The chief industry of the place seems to be the manufacture of shoes of all the various native styles. The making of indigo and the dyeing of cloth are next in importance, while pewter-ware and pewter foil to be used as idol money, and the grinding of gems also receive some attention. A particularly effective kind of fan with a long curved upper part made of split bamboo and covered with decorated paper, finds its sole place of manufacture here, and a very few pennies buy a fan which in Canton brings some thirty or forty cents.

Perhaps the modern spirit which is spreading over China is best attested by the change in the character of the better class of book-shops as seen in Chau-Chu-fu—from which most of the ancient and useless stuff has disappeared and really informing books on many subjects, as prepared in Japan or by the Commercial Press in Shanghai, are exposed for sale, together with the various other requisites of the modern student in China. In some cases athletic goods and sets of national history and mineralogical specimens filled the shop windows.

We had pointed out to us a silk-shop which did a foreign export business direct on its own account, and a little further along we were astonished to see over the portal of a thriving silversmith's the following *Latin* inscription: "1904 Spoliata Iterum Extracta." This, we were told, was a shop owned by converts of the French mission and having been sacked as a piece of persecution by unsympathetic fellow-townsmen, had been reconstructed out of an indemnity received through the agency of the missionary's consul. In any case it was a well-kept and striking shop, and this Latin superscription but added to its unique character.

Throughout its length the main street was at quite frequent intervals spanned by notable and substantial granite arches bearing small figures in full relief on the upper cross beams.

The rising reform in municipal government was evidenced by the police in khaki uniforms, and a slight detour brought us to a large temple, the outer courts and side-buildings of which were being used as police head-quarters—a significant indicator of passing superstition and rising law and order. Here on Sunday mornings a weekly drill of police is conducted. But of the three clocks prominent in the premises no two showed the same hour, and we received a timely warning that even amid the present show of progress all is not yet as well-regulated and ordered as it will need to be before China can boast a really efficient government, though here and there one sees grounds for congratulation.

In the yard of this police station stood a garbage cart which each week (though this is not over-frequent) makes the round of the prominent thoroughfares drawn by a chain gang of convicts who are held to the task by a guard of police. Thus the clean condition of Chau-Chu-fu's main street is to be ascribed to an intelligent and capable Taotai, whose example might well be followed by numerous municipal officials elsewhere in China.

Another detour brought us to the literary examination hall where formerly contests for the first degree were held. This also was clean and in better repair than any examination hall we have seen elsewhere, and it is so arranged that it could well serve as a place for large public meetings and need not suffer the destructing fate which has come upon the second degree hall in Canton and elsewhere.

Instead of the rows of separate stalls which characterize the second degree hall, there were long heavy granite desks and benches under one large roof. Each desk bore dividing lines showing that it was meant to accommodate four person, and the total capacity was readily estimated at 2,300. As an examination hall of the old type it will, of course, not be used further—for already in accordance with the new regime the schools in Chau-chu-fu have taken on a modern form and are well attended.

Chau-chu-fu harbours three missions—the French Catholic, the American Baptist, and the English Presbyterian. It was under the auspices of the hospitable surgeon in charge of the medical work of the last named mission that we learned as much of this interesting city as we did in the brief stay we made.

Although a day and a half-night were required for the upward trip from Swatow, the downward run was made from 9 p.m. to 7 a.m. putting us back in Swatow just in time to catch comfortably the outgoing steamer for Amoy—had she been going on time, which needless to say to those who have travelled the China coast she did not do.

SALE OF QUARRYING RIGHTS.

13th inst.

At the offices of the Public Works Department was held this afternoon the sale by auction of the right to quarry stone on one lot of Crown land, at Ngan Shui Wan, near Tai Wan village, New Kowloon, in the New Territory, for a period extending from date of sale up to and including 31st March, 1907. The lot is registered as the Tai Wan Quarry Lot No. 3, and is situated to the west of Tai Wan village, with an area of 10,000 square feet. The upset price was $44.

Only one bidder put in an appearance and he, Mr. Ching Lan, acquired the rights with his bid of $46.

LAND SALE

13th inst.

The letting by public auction was held this afternoon at the offices of the Public Works Department of one lot of Crown land, north of Barker Road, for a term of 75 years, with the usual option of renewal for a further period of 75 years. This lot is registered as Rural Building Lot No. 126, and is situated opposite Rural Building Lot No. 93, north of Barker Road, and contains an area of 15,030 square feet, carrying an annual Crown rent of $86. The upset price was $1,804.

There was no competition, and the property was knocked down to Hon. Mr. W. Chatham for $1,824, being $20 above the upset price.

THE YUEH-HAN RAILWAY.

DESPATCH FROM H.E. SIR MATTHEW NATHAN.

VICEROY SHUM'S COMPLACENT ANSWER.

13th inst.

At the request of His Excellency the Governor of Hongkong, the British Consul-General has sent a despatch to the Viceroy of Canton with reference to the proposed appointment of a Belgian engineer to superintend the construction of the Canton-Hankow railway. In the despatch it is pointed out that the proposal is inequitable to Great Britain, since it was with the assistance of British capital that China was able to secure the redemption of the line from foreign concessionaries. The loan was granted on the condition that China would complete the railway to Hankow herself. If it were considered desirable, on the other hand, that foreign engineers should be engaged to superintend the work, England should be given the prior claim to such appointment.

In response to the British Consul-General's despatch, Viceroy Shum has replied stating that the Consul has no right to interfere with the appointments and management of the Company. He states that he has memorialized the Throne and has obtained, for the merchants, the sole right of constructing the line, and that the Company being a commercial enterprise has the liberty to manage its affairs without outside assistance.

[The information contained in the first portion of the above report was in our possession on Saturday morning last, but for reasons, which appeared good and sufficient to us, we withheld it for the time. The Viceroy's reply (which reached us yesterday, Sunday, morning) to Consul-General Mansfield's despatch having appeared in this morning's issue of our vernacular contemporaries, the reason for withholding publication of this important item of news from our columns no longer holds good.—Ed., *H.K.T.*]

The following appears in *The China* (*Chung Kwok Po*) of to-day's date:—

"Viceroy Shum's reply to despatch sent by British Consul-General, Canton, relative to employment of foreign engineers in the Canton-Hankow Railway. It is reported that Viceroy Shum sent the following reply:—

"'Replying to the British Consul-General's despatch containing a statement from the Governor of Hongkong to the effect that he has seen in certain of the Chinese daily papers an account of the Canton-Hankow Railway's intention to employ Belgian engineers in the construction of this railway, the Viceroy desires to state that the Canton-Hankow Railway having received Imperial sanction to be under mercantile management the employment of men and the management of all money affairs are all under the merchants. As to the Railway Company employing engineers, the power is vested in the Company; the Viceroy has nothing to do with it; therefore, the Viceroy requests that the above facts may be communicated to the Governor of Hongkong.'"

CONSTRUCTION RESUMED.

[*From Our Own Correspondent.*]

Canton, 11th August, 1906.

The long-expected and much discussed resumption of work in connection with the completion of the Canton-Hankow Railway has, at last, become an accomplished fact. Considerable enthusiasm was manifested by the Chinese merchants and gentry at the initiation of an enterprise combining the spirit of a commercial undertaking with national patriotism. Commencement was made to-day with the building of the Sai Chun Nam On section of the Yueh Han Railway. Mr. Chang Kun Ying, the chief manager of the company, was present, and he himself, with a shovel, turned the first sod, in order to stimulate the workmen with their work, which it will be the endeavour of the company to push on vigorously to completion. The company has called for tenders for the supply of materials, within thirty days. The name of the successful tenderer has not yet been disclosed. Judging from the ardour and enthusiasm with which the work is inaugurated, under Chinese auspices, it is confidently expected that the date of completion will not be far off.

THE SUPERINTENDENT ENGINEER.

Difficulty is experienced in the appointment of a suitable engineer, as the superintendent of the line. The services of Mr. Chim Tin Yau and Mr. Kwong Sun Mau have been retained by Viceroy Yuan; their appointment to the Yueh-han railway cannot, in consequence, be secured. Thus the coveted position of Superintendent Engineer is still vacant. It is reported that it is Viceroy Yuan's intention to retain all suitable and competent engineers [of Chinese nationality] for employment in the North.

THE CHINESE VOLUNTEERS.

DISASTROUS ENTHUSIASM.

We (*Shanghai Times*) are exceedingly sorry to hear that the parade of the Chinese Volunteers, which took place a week or two ago before Duke Tsai-tse and his fellow Travelling High Commissioner, Ziang Chi-heng has proved almost as disastrous to the new Corps as a pitched battle. The parade, it will be remembered, took place on a Sunday, a blazing hot day, and a large percentage of the members of the Corps had to fall out, overcome by the heat. It appears that no fewer than twelve of these unfortunate young men have since died, and we are sure that the sympathies of the entire community, foreign and native, will go out to the families of the poor young fellows in their sad bereavement.

The lesson will doubtless be taken to heart by the officers of the Corps, who will learn from it not to parade their men in the summer sun without grave cause, and to adopt a more effective covering for the head than the inadequate little chapeau which at present forms the headgear of the Corps.

THE CHINA BORNEO CO.

Reports from Kudat have been received to the effect that new shops are being built with timber imported from Singapore. The reason given is that it is "cheaper than buying from Sandakan." This too though there is an import duty of 10% on timber!

To the above report Mr. W. G Darby, Manager of the China Borneo Co., adds the following remarks: "This can only be true to a limited extent as we ourselves have shipped over 5,000 c. ft. of planks to Kudat this year up to date. Cheapness has never been the sole object we have in view Our aim is rather to supply a good article at a fair price and the above sales are some proof that our endeavours meet with some little success."—*B. N. B. Herald.*

ACCIDENT IN SAMCHUN HARBOUR.

PASSENGERS SEVERELY SCALDED.

11th inst.

Passengers who embarked on board the steam launch *Hung On*, to make the journey to Samchun yesterday morning, had a very unpleasant experience before the trip was over.

The steam launch left this port early in the morning, carrying some fifty or sixty passengers, including Police-sergeant and Mrs. Gerrard, who were returning to their station at Samchun, and arrived in Samchun harbour shortly after noon.

Immediately the *Hung On's* engines came to a standstill sampans flocked to the sides of the launch, to take passengers to the shore.

Half the passengers had boarded sampans, when suddenly there was a panic among them, for the engineer of the launch had turned off steam on to the sampans alongside.

Before the occupants of the sampans had time to escape several received a severe scalding, while the others, hearing the screams of those in agony, took to the sea. One coolie, who was nearest to the exhaust pipe, was very badly burnt on the chest, part of the skin being blown off by the steam, and his condition is very critical.

Sergeant Gerrard, who was with his wife in another sampan, received some bad burns on his legs. Without waiting for anything serious to follow, the policeman seized his wife by the arm and together they jumped into the river. Gerrard is a good swimmer, and succeeded in keeping his wife afloat, until they were later picked up by a junk.

Near the launch excitement ran high. Men, wild with terror, women and children, screaming with fright, all made attempts to get out of the way of the deadly steam, but in vain. The sampan people had jumped into the water on finding that escape was impossible, leaving the helpless passengers on the boats. These afterwards were forced to leap into the harbour, and soon the harbour of Samchun was one mass of "swimmers."

By this time those passengers who were fortunate enough to be still on board the launch and out of harm's way, had rushed to the head of the engine-room and acquainted the engineer with what had occurred, and steam was turned off; but the damage had already been done.

The exact number of passengers who were scalded is at present unknown, although it is certain that no deaths have so far resulted from the accident.

The coolie who was so severely scalded had to be brought back to Hongkong to go to hospital, and his condition, we are informed, is precarious.

The police here were informed of the occurrence, and when the *Hung On* arrived in port this morning, the engineer was taken in charge.

"The whole affair was an accident," said an officer, "but we are holding the engineer until evidence arrives from Samchun. Then we will decide whether he will be charged, or not."

OWNER TO COMPENSATE.

13th inst.

After being detained in a cell for nearly forty-eight hours at the Central Police Station awaiting the arrival of witnesses from Samchun to prosecute, the engineer of the steam launch *Hung On* was brought out this morning on a charge of "incompetence and negligence in the performance of his duty," and subsequently liberated.

The particulars of the accident, which appeared in our issue of Saturday last, was to the effect that while the *Hung On's* passengers were boarding sampans to take them to the shore, someone in the engine-room turned off steam, scalding many of the passengers, who were in sampans, the result of which was that many had to take to the sea to get out of the way of the scalding steam.

Further particulars to hand this morning showed that Mrs. Gerrard, wife of Sergeant Gerrard, who was severely scalded on the leg, did not escape without any injuries. She was slightly burnt on the head and arm, and it was immediately after this that Gerrard seized her and jumped into the harbour and were both picked up some distance off by a boat. Several other passengers were slightly burnt, the only serious case being that of the man who received the full force of the steam on his chest, and is now in hospital.

When the engineer—Ng Yung by name—was brought and placed into the dock to await his turn to face the Court, it was the opinion of many that the prosecution could not prove the charge of negligence and that the case would be thrown out. The result was that the engineer was said to have been taken before the Harbour Master. What happened there no one knows, but the engineer was brought back to the Police Court and it was related that the police were going to withdraw the case.

When the case was called, Sergeant Gerrard asked that the engineer be discharged, and this was done by Mr. Hazeland, on the understanding that the owner of the launch had intimated that he was willing to compensate all those who were hurt in the accident. The engineer was accordingly discharged.

The engineer in a statement made yesterday gave this as the cause of the accident. When the launch arrived at Samchun he received an order from the coxswain to "stop." This he did. Soon afterward the telegraph rang "go astern" and a few minutes later, "stop; stand by." He was standing by with his hand on the stop valve awaiting the next order, when the greaser turned on steam to blow the bilge water out. That was the cause of the accident. He had no hand on the matter.

When the case was concluded people enquired whether Sergeant Gerrard, according to the rules of the force, had authority to accept compensation, but on enquiries made we were informed that the Chief of Police had given him permission to accept the compensation offered, and the matter was settled.

INTERPORT CRICKET.

13th inst.

In response to a pressing invitation from the Shanghai Cricket Club it was decided to send an XI to Shanghai about the end of September to play Shanghai and probably Tientsin.

No actual sailing date has been fixed but at the moment the P. & O. *Nile* leaving Hongkong on 30th September seems to be the most *convenient. The Committee, however, hope* to be able to arrange for the Team to arrive in Shanghai on Saturday, 29th September, to meet the wishes of the Shanghai Cricket Club who would like the games to commence on Monday and Tuesday, October 1st and 2nd, as both these days are public holidays.

The following players are requested by the Committee to practice at the nets on the Cricket Ground on and after Monday, 13th instant, and to inform the Secretary at once whether they are able (if selected) to go with the Team:—

1. W. C. D. Turner	11. H. R. Phillips
2. T. E. Pearce	12. Maj. Chichester, D.A.A.G.
3. C. H. Mackay	13. Dr. H. F. Stranger-Leakes, 23rd Infantry
4. R. E. O. Bird	14. Lt. Hope, R.A.
5. Capt. H. W. Smith, R.A.	15. H. W. Arthur
6. W. H Woodward	16. W. A. Powell
7. Walter Dixon	17. Lt. Col. Price
8. Lt. Lucy, R.A.	18. W. J. Daniel
9. Lt. Usher, 23rd Inf.	19. Water Danial
10. G. E. Morrell	20. Lt. J. M. C. Doran, A.S.C.C.

The Committee will be glad to receive suggestions for additions to the selected list.

A DISPUTED SIGNATURE.

13th inst.

In the Summary Jurisdiction Court this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Suda Singh, an Indian watchman, sued Ha Hau, a fitter, employed at the Sugar Refinery, for the recovery of the sum of $30, alleged to be due on a promissory note, signed by defendant on 15th March last.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

Suda Singh said he was a watchman at the Sugar Refinery, and was the plaintiff in this case. Defendant was also employed there. Witness lent him $30, and the latter signed the document produced. There were other people present when the document was signed. The sum of $30 was still due, though he had applied to defendant for it many times. Defendant paid him $3 for two months' interest, and then said he had no more money.

Defendant: When did I pay you $3?

Witness: On the 15th April, $1.50 and on the 15th May $1.50.

Defendant: Where did I pay you these sums?

Witness: Outside Jardine's Bazaar.

Defendant: Have you anything to show that I paid you those amounts?

Witness: No, I took no note.

Defendant: Where did I sign that document?

Witness: In a shop in front of Jardine's Bazaar—a Chinese shop.

Defendant: Whose shop was it?

Witness: I only know the shop; I do not know whose shop it is.

Defendant: Was anyone present when I signed the note?

Witness: Four or five men.

Defendant: Can you produce these four or five men?

Witness: I don't know where they are.

His Honour: He is alleging a forgery.

Channan Singh said he was a watchman at Wanchai. He had been in the Colony for two and a half years. He knew the defendant. He went with the plaintiff to the defendant, Ha Hau, about five or six months ago, to see him at the market at Wanchai. They all went into a shop. He saw defendant sign a document, and give it to the plaintiff, and he saw the plaintiff give defendant some money—$30.

To defendant, witness said it was a cigarette shop.

Defendant: How is it the plaintiff said it was signed near the Jardine's market, and you say the Wanchai market?

Witness: I don't know the names of the markets.

Defendant: Then why are your statements different to the plaintiff's?

His Honour. I don't know that they are.

Defendant, sworn, said he never borrowed any money from the plaintiff; he did not even know the man.

His Honour: He works at the same place as you do—the Sugar Refinery.

Defendant: But I only work in the day; he may be a night-watchman.

His Honour: Make him sign his name with a Chinese pen and ink.

Witness wrote his name.

His Honour: These two signatures do not seem the same; try him with another pen.

Defendant again wrote his name.

His Honour: I am not satisfied about this. Can the plaintiff find the shop?

Plaintiff: I think I can.

His Honour: Then you had better try, and take the defendant with you, and report if you cannot find the shop. If you do find it and the men there say they do not remember anything about the transaction, you must report that too. I want to get to the bottom of this, and I'll adjourn the case till Friday.

The case was accordingly adjourned to go into Friday's list.

BRAVERY REWARDED.

CHINESE CARPENTERS COMPENSATED FOR LIFE-SAVING.

13th inst.

On Saturday last, in the charge-room of the No. 2 Police Station, Wanchai, Inspector Gourlay, on behalf of the Belilios Trust Fund, made a presentation of $5 each to five carpenters, employed at A King's slipway, Wanchai Road, for their heroic services in saving life during a squall in July last, when the lives of six persons were in danger.

The men accepted the gift, after the Inspector had said a few congratulatory words, and thanked him and the Trustees for their kindness.

The circumstances under which these men's services were requisitioned, are as follows: On 6th July last, at one o'clock in the afternoon, a heavy squall struck the Colony. Several sampans before the squall increased in force were making for shelter, but unfortunately were caught half way to Causeway Bay. A sampan, that was making for shelter and which was being rowed, was overturned immediately opposite the slipway and about 300 yards from the shore. On board that sampan were a man and his wife and four children, three boys, aged 2, 4 and 8 years, respectively, and a girl twelve years old. The carpenters, who were in the shed, saw the boat capsized and immediately one and all rushed to the pier, manned a dinghy and rowed to the scene. The sea was as rough as can be under such conditions; rain fell in torrents; and the wind blew with such velocity as almost to capsize the rescue boat on several occasions. The men, however, stuck to their guns and still undaunted they kept their dinghy's nose pointed to the wreck with much trouble. Near the wreck they had a very narrow escape of entering the choppy sea. A huge wave struck them amidships which tossed the dinghy to one side, while a gust of wind caught the other side of the boat and made her ship water. When they got to the wreck the mother and father of the children were the first to be pulled aboard the dinghy for they were found clinging on to the sides of the sampan, but the children were confined under hood. One of the carpenters dived under the sampan, made his way under the hood, and came to the surface with the twelve-year-old girl. They tussled hard to extricate the other children. Carpenter after carpenter dived under the sampan but came to the surface alone. The next plan was to smash the bottom of the boat and by this means rescue the children from a watery grave. This did not prove of any success, and after many attempts they righted the sampan and rescued two other children, aged 2 and 4, but the eight-year-old lad, could not be found. They remained on the scene for a few minutes longer, but no signs of the body could be seen and they returned to the slipway, landing the rescued ones who were none the worse for their submersion. The other boy was drowned, the body never being recovered.

A HOUSEBOY, employed at No. 5, Castle Terrace, was charged before Mr. H. H. J. Gompertz, at the Police Court, on Monday, with gambling on the street, yesterday, and when arrested offered a bribe of 80 cents to a policeman to obtain release. Evidence was heard, and his Worship imposed a fine of $2 on the first charge and $5 on the second. The money offered to the policeman was ordered to be put in the poor-box.

IMPORTANT LAND SALE.

SITE AT HUNG HOM OFFERED.

An important land sale at Kowloon is shortly to take place. The lot, measuring 23,250 square feet, is situate at Hung Hom and comprises portion of the foreshore and sea bed. It is subject to an annual Crown rent of $212 and the upset price is $29,062. The amount stipulated by Government to be spent on rateable improvements within two years of sale is $15,000. One of the special conditions of sale is that the purchaser shall reclaim the whole area of the lot and an additional strip of land 50 feet in width along the north-eastern boundary of the lot for the purpose of forming a public road to such levels as may be approved by the Director of Public Works and shall protect the reclaimed area to the satisfaction of the Director Public Works.

COUNTERFEIT COINS.

HEAVY SENTENCE PASSED.

11th inst.

At the instance of Inspector Dymond, at the Police Court, this morning, a coolie named Luk Pui was charged with uttering seven counterfeit Mexican dollars, at Aberdeen, yesterday, and also with being in possession of seven counterfeit dollars

The coolie said the coins were given him by a friend.

Evidence was heard to the effect that the accused went to three shops at Aberdeen yesterday and after chatting with the shopkeepers for a while asked to be given small coins for dollars. The shopkeepers fell to his trick, but when accused left the shops they discovered that they had been tendered lead dollars, and informed the police. Accused was arrested on the point of purchasing some cigarettes with a bad dollar.

His Worship sent defendant to gaol for six months, and to be exhibited in the stocks for six hours, the spurious coins to be destroyed.

Inspector Collett, of No. 7 Police Station, had a similar case. He placed a carpenter by name Chan Lam Sang before Mr. H. H. J. Gomperiz, for being in possession of twenty-nine counterfeit twenty-cent pieces, and also for trying to "palm off" ten of the coins, yesterday, at West Point.

The carpenter pleaded guilty to the charges, and his Worship fined him $50, or six weeks' hard labour on the first charge, and to go to gaol for six weeks and to be put in the stocks for six hours, on the second charge.

CLAIM FOR GOODS SOLD.

A DISPUTED ACCOUNT.

13th inst.

Before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Jurisdiction Court this morning, the Yuen Hing Sliing, of No. 36, Wing Kat Street, greengrocers, sued Lo Hi and Lo Shing, both of New Market, Des Vœux Road Central, traders, for the recovery of the sum of $162 91, being the balance of account due from the defendants to the plaintiffs for goods sold and delivered during October and November, 1905.

Mr. G. H. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the plantiff, first defendant not appearing, and second defendant appearing in person.

Lai Kwai, said he was the managing partner of the Yuen Shing. He knew Leung Shun, the master, who was formerly master of another shop in the Central Market. He had dealt with the defendant for many years. The latter was a partner in the Fuk Chuen Loong shop, and it was owing to his telling him he was a partner that he gave him credit; otherwise he would not have trusted him.

Lo Shing said he was the second defendant in this case; he was a *foki* in the Fuk Chuen Loong shop. He dealt with the Yuen Shing firm and purchased the goods for his cousin. His cousin was the master of the shop.

His Honour: Well, you bought the goods and must pay for them, and you can sue your cousin, if you like.

Judgment with costs for the plaintiff, against the second defendant.

POKER PLAYERS ARRESTED.

INDIAN SHOPKEEPERS CHARGED.

13th inst.

Eight Indian shopkeepers were arraigned before Mr. F. A. Hazeland, at the Police Court this morning. The first defendant, who is charged with being the keeper of a common gaming house, was held in $1,000 bail, and the remainder $25 each to come up for trial in a week's time. Detective-sergeant Murison executed the gambling raid, with a party of detectives last night, and discovered the men having a flutter at poker. The police were of opinion that it was a public gambling house and so took charge of the men. It was alleged that the men were playing small stakes.

Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared on behalf of the defendants and the adjournment was allowed on his request. The police intimated that at the hearing next week the Crown Solicitor will prosecute.

THE ROYAL HONGKONG GOLF CLUB.

14th inst.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley on the 11th to 13th August, 1906. The following returns were made:—

ROBERTSON FAREWELL CUP.

Mr. C. Biron†	84—	6—	78
Mr. C. E. H. Beavis	78+	1—	79
Mr. H. Pinckney	91—	12—	79
Mr. J. Clark	81—	1—	80
Mr. W. J. Saunders	89—	9—	80
Mr. A. M. Forrest	97—	15—	82
Mr. F. W. Warre	95—	12—	83
Mr. C. W. May	89—	5—	84
Staff Payr. H. G. Wilson, R.N.	95—	11—	84
Mr. E. J. Grist	89—	4—	85

(33 entries)

POOL.

Major S. H. Pedley*	78—	3—	75
Lt. R. M. Crosse*	90—	15—	75
Mr. C. Biron	84—	6—	78
Dr. G. M. Harston	87—	9—	78
Mr. C. E. H. Beavis	78+	1—	79
Mr. J. Clark	80—	1—	79
Mr. A. M. Forrest	97—	18—	79
Mr. W. J. Saunders	89—	9—	80
Surg. E. Sawdy, R.N.	99—	18—	81
Mr. F. W. Warre	95—	12—	83
Mr. C. W. May	89—	5—	84
Mr. E. J. Grist	89—	4—	85

(30 entries)

† Winner of Cup. * Tie for Pool.

The next competition for the Captain's Cup and May Cup will be held at Happy Valley from the 1st to 3rd September, 1906.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

THE "SAINAM" OUTRAGE.

14th inst.

The eightieth ordinary half-yearly meeting of the shareholders in the Hongkong, Canton and Macao Steamboat Company, Limited, was held in the offices of the Company, Hotel Mansions, to-day. Mr. E. Goetz, chairman of the company, presided, and among those present were Messrs. N. A. Siebs, A. Haupt, F. A. Gomes, C. Lenzmann, E. Fuhrmann and A. Babington (directors); Captain W. E. Clarke, acting secretary; Messrs. A. H. M. da Silva, J. Arnold, Captain G. F. Morrison, Messrs. W. Hutton Potts, J. E. Ellis, E. J. Moses, A. Denison, S. H. Michael, T. F. Hough, G. de Champeaux, J. J. Leiria and others.

The Acting Secretary read the notice calling the meeting.

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and consider the accounts for the half year as read. Before proceeding with the report and accounts now before us, I feel it to be my duty to give expression to the deep regret of the Board at the recent piratical outrage enacted on board the steamer *Sainam*, causing the untimely death of the Rev. Dr. Macdonald and the wounding of Captain Joslin, Engineer Seggie, the four Indian watchmen and several of the crew. Our heartfelt sympathy is thus publicly expressed to the widow and fatherless children of the late Dr. Macdonald, also to those officers and members of the crew who have suffered in the execution of their duty. This Company together with the other joint owners Messrs. Jardine Matheson & Co., agents, Indo-China Steam Navigation Co., and Messrs. Butterfield & Swire, agents, China Navigation Co., have made strong representation to H.B.M. Consul-General at Canton claiming redress for this outrage against the British flag; that he will cause to be brought to speedy justice the perpetrators of this criminal and murderous attack on our ship, passengers and crew, and that adequate steps be at once taken by the Chinese authorities with a view to protect us once and for all against a repetition of such molestation and loss. We are carrying on trade in accordance with rights conferred upon us by Treaty with a friendly Power. Our arrangements are made for times of peace, but in view of the bad old reputation of the delta, we, at great expense, take extra precautions calculated to cope with any ordinary trouble that may arise, but we cannot be expected to provide against such a sudden and cunningly devised act of war against our vessel and crew while under the shelter of the British flag. Rest assured, gentlemen, that, as joint owners and managers with the assistance of our Canton agents, Messrs. Deacon & Co., everything has been done and will be done to bring this matter through to a final and successful issue as far as lies in our power. I will now refer to the items of the report and accounts as presented. You will notice the repair account for this half-year has been extraordinary due to new wood decks being laid on two of our steamers and other extra repairs which will not occur again in many years. This was necessitated by the steel decks corroding in places becoming a constant heavy expense for repairs and, as this deck is the third-class passengers' deck, your directors under expert advice concluded that wooden decks would be more comfortable and convenient for our deck passengers. In my speech to you at last meeting due mention was made of the contemplation of these works being carried out. The total of these large items is $27,000 and, as you will see, your directors have decided that a share of same, namely, $15,000, shall become chargeable to the current six months' working. The charges for this half-year's docking will, under ordinary circumstances, be very light. During the early part of the summer it was decided by your board to employ the steamer *Heungshan* more fully in the Hongkong-Macao trade by running a Sunday excursion, and thereby competing with greater advantage against the serious opposition on the line. With this end in view it was necessary to instal an electric light plant, which is now nearing completion. The whole fleet of steamers is now in first-class condition, the electric plants put into better order and electric fans fitted in the passenger state-rooms of our Canton and Macao steamers. This great convenience is very much appreciated by the travelling public in the summer season. Keen competition on all the lines operated by the company, and adverse condition of trade by exceptionally low rates and constantly increasing loss by exchange on subsidiary coinage of which a very large portion of our revenue is derived, and trade generally, during the period under review, has been very dull. I will mention one article of export from Canton of which we only carried 5,082 tons against 12,825 tons of corresponding period 1905. The working of the West River service continues to be very unprofitable, especially the Hongkong—Kongmoon line and as a consequence your directors recently decided, together with the other joint owners, to withdraw the steamer *Tak Hing*, thus abandoning this line. Judicious economies have been effected without impairing the efficiency of the service, and we hope by this means to counterbalance to some extent the increasing expenses that burden the company. Turning to the balance sheet, I don't think there is any item that calls for special comment; I will merely remark that, as usual, our investments in stocks stand at a figure well within their market value and that for every loan on mortgage there is a satisfactory margin. Before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question bearing upon same which shareholders may wish to ask.

No questions were asked.

The Chairman: I propose the adoption of the report and accounts as presented.

Mr. Denison seconded.

Carried unanimously.

Mr. Moses proposed that the appointment of Mr. A. Babington as a director be confirmed, also that Mr. F. A. Gomes and W. A. C. Cruickshank be re-elected members of the Board.

Mr. A. H. M. da Silva seconded.

Carried.

Mr. Hough proposed, and Captain Morrison seconded, the re-election of Messrs. A. O'D. Gourdin and W. H. Potts as auditors for ensuing half-year. Carried.

The Chairman: That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow at 10 a.m. Thank you for you attendance.

THE Shanghai Dock and Engineering Co., Ld., launched on the 6th inst. from their Pootung Works the single screw steel towboat *Daisy*, built to the order of Mr. G. McBain for the Mattschappij tot Nijn Boschen Landbouwexploitatie in Langkat. The following are the dimensions of the boat:—Length over all 100'; Length between perpendiculars 105'; Breadth 20'; Depth 7'6". The engines are vertical compound, direct acting, surface condensing, having cylinders 16 and 36 inches in diameter by 24 inches stroke. The boiler is a single ended steel cylindrical return tube type, and arranged to burn oil fuel on arrival at her destination.

FORECLOSURE OF MORTGAGE.

WHO PAYS THE PIPER?

14th inst.

In Original Jurisdiction this morning, his Honour Sir Francis Piggott, Chief Justice, presiding, the Hongkong Land Investment and Agency Company, Ld., proceeded against Ng Chit Mi, Ng Moi, Ng Kwong, Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, U I Sam and Chan Cheung Chi, all of Canton, in the Empire of China, except Chan Cheung Chi, a resident of Victoria, Hongkong. The plaintiffs being mortgagees of certain properties registered in the Land Office as section N. of Marine Lot No. 71, and section B. of the Praya Reclamation to the said lot, which properties were mortgaged to the plaintiffs by the defendants, Ng Chi Mi, Ng Moi, and Ng Kwong, on the 9th February, 1901, and of which properties the said defendants assigned the equity of redemption to the defendants Pun Pui Sheung, Ng Cheung, Li Tse Shek, Pun Chi Po, and U I Sam, on the 30th December, 1902. The plaintiffs therefore claimed an account of principal, interest and costs under the mortgage; payment of what is found to be due to the plaintiffs on the said account, or in default of payment the enforcement of the mortgage by foreclosure and delivery of possession or by sale, and other relief as the Court saw fit to grant. Mr. H. G. Calthrop, instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff company, and Mr. M. W. Iade, instructed by Mr. F. Paget Hett, of Messrs. Bruton and Hett, represented certain of the defendants. Mr. Slade said he appeared for the second mortgagor and the assignees of the equity of redemption, altogether the last five defendants.

Mr. Calthrop: I object to my learned friend appearing in this matter. He has filed no statement of defence, as required before he can appear at the trial.

Mr. Slade: I do not oppose the objection but I must say at once that he was simply there to save the question of costs. He admitted everything, and the plaintiffs were entitled to their judgment, but not to the costs claimed

His Honour: I think Mr. Slade may have leave to appear; he consents to judgment, so the costs can be considered afterwards.

Mr. Calthrop: But he ought to have filed a disclaimer, and he has not done so and therefore he has no right to appear now.

His Honour: But Mr. Slade has consented to judgment; he is not opposing you.

Mr. Calthrop: They promised to make an assignment; and we have waited since January to save further costs.

Mr. Slade: May I make a suggestion? I do not appear for the first and second defendants, but for the other five and on their behalf I consent to judgment, but I object to the costs.

His Honour: If it is only a question of costs I think the matter is simple.

Mr. Calthrop: But they did not take the right course.

His Honour: I see no objection to the course proposed by Mr. Slade. I could give you judgment and leave the question of the costs for the Registrar. I must in any case give judgment with costs against somebody. I think I can give leave for the defendant to appear through Mr. Slade. You had better prove your mortgage, and take judgment, and then I will hear you on the question of the costs.

Mr. Shelton Hooper said he was Secretary of the plaintiff company. He identified the deed of mortgage produced, which was for a loan of $120,000 made by the company to the plaintiffs mentioned. When they entered into possession of the properties they had to pay out certain moneys for overseers' salary, legal expenses and other charges, which made the sum due on the 9th inst., $141,079 42. Interest was paid up till January, 1905, when it ceased.

His Honour: Then does that conclude your case, Mr. Calthrop?

Mr. Calthrop: Yes, my Lord, that is the case.

His Honour: Then you can take judgment and I will hear you regarding the costs.

Mr. Slade: Will your Lordship make the judgment for foreclosure? There are some well recognized subsequent proceedings to be taken.

His Honour: Yes, the judgment will be for foreclosure.

Mr. Calthrop then asked that the usual time for making the order absolute be made for one month from date instead of the usual six weeks.

His Honour: Has Mr. Slade any objection?

Mr. Slade. I think not, my Lord; it is immaterial to us.

His Honour: Then let that be the order.

Mr. Slade then argued at great length on the subject of the costs, and said that his clients had at all times been ready to all they could in the matter to save expense, but the first two defendants could not be got to sign the assignment, but his clients were at all times ready to do so, and therefore the costs should not be given against them. Learned counsel then quoted authorities showing that defendants in a foreclosure suit were entitled to their costs up to the time of foreclosure, if he had made a *bona fide* offer to assign the property and disclaim all right and title thereto. In this case they had made a distinct offer, and therefore they were entitled to their costs, as they had also immediately consented to judgment.

Mr. Calthrop then argued that they had not carried out their promise; and even so, it was useless for only five of the defendants to sign the assignment—they must have the other two, and the other two promised to sign, but for months they did nothing and then his clients decided to go on with the action.

His Honour said it appeared to him that the question was whether they had done all they could to redeem their promise.

Mr. Calthrop said it was obvious they had not, for the assignment had never been signed as it might have been if their intentions were *bona fide*.

His Honour: But can't the costs be got out of the estate?

Mr. Calthrop submitted not, as they were not likely to be able to sell the properties for their proper value, and submitted that he was entitled to the costs in the usual way.

His Honour: But there is this point to consider. If a defendant, willing all through to assist you, comes into Court, and after doing all he can to help you, and consents to judgment, surely he is entitled to his costs.

Mr. Calthrop: But they did nothing; they made promises and did nothing; they made promises and did not keep them. If they really intended to save expense and to give us an assignment they should have shown their *bona fides* by assigning their share, irrespective of the others.

His Honour said he would take time to consider the question of the costs, and the Court adjourned.

THE master of fishing junk 16,368H was charged before Mr. F. A. Hazeland, at the Magistracy, on Saturday, with failing to exhibit a bright light on board his boat while entering the port last night, and also with being in unlawful possession of a quantity of dynamite and detonators, without a permit. The defendant pleaded guilty to the charges, and was ordered to pay a fine of $15.

DEVELOPMENT OF SHAMEEN.

So many new houses are in course of construction, or have been already finished that the old Shameen is gaining quite a new appearance, says the *Canton Daily News*. On the Bund in the English concession is the fine new building of Butterfield and Swire, somewhat farther on, the palace of the new German Consulate. On the Canton side is situated the new large Hong of Messrs. Reiss & Co., the new fine Masonic Hall, which was inaugurated last Sunday, down the river on the Bund the new building of Mr. Danby, in which at present Mr. and Mrs. Zundel reside, the next building on the corner belonging to the East Asiatic Trading Co., has been enlarged by another story, etc. In course of construction are the Hong of Messrs. Arnhold, Karberg & Co., which will be a large fine compound too, the three new houses for the International Bank and other firms, the new house opposite Messrs. Watson & Company; some other new constructions are under consideration. In the French concession the new Customs buildings, of which the foundations have just been laid, will provide quarters for a good number of Customs officials, whose removal there will leave other residences free.

There should now be space in Shameen for enterprising merchants to establish branches here—up to the present room has been very scarce and we have often heard that given for the reason why new firms do not open here. Canton with its two million inhabitants and its immense possibilities of trade could surely support more than the present number of firms who live by it. If trade at present is somewhat dull, such periods are always followed by more lively ones.

CRICKET AT AMOY.

[*From a Correspondent*]

Amoy, 10th August, 1906.

The return match between the Amoy Customs Club and the Kulangsu Lawn Tennis and Cricket Club was played on the 8th and 9th inst. The Customs Club, again won the toss, and elected to bat. Decks and Fletcher opened the innings, and a very bad start was made as Fletcher, calling for a short run, was run out. Mr. Simpson followed, but his stay at the wicket was not long either. Messrs. Duncan and Komaroff were the next victims, and a regular rot seemed to have set in. With the advent of Kilby things began to look rosier for the Customs men, and a long and productive partnership ensued. Mr. Deeks had been batting very steadily all along and as soon as he found he could get someone to stay in with him, he started knocking the bowling all over the field. Stumps were drawn at 6.45 p.m., and by this time the light was very bad indeed. The score then was 157 for 5 wickets of which Deeks scored 105 not out, and Kilby 19 not out. Deeks' innings was a treat to watch and he received a tremendous ovation, as also did Kilby. The following afternoon the Customs team declared their innings closed and the Kulangsu Cricket Club men were not in to show off their run-getting abilities. As usual in Amoy, a late start was made. The game, which was called for 4.30 p.m. sharp, did not begin till 5.15 p.m. The Customs team were in the field for over a quarter of an hour waiting for their opponents to open the game, but the dilly-dallying was painful and it was quite evident that the Kulangsu men intended playing against the Clock for a draw, instead of taking the sportsmanlike risk of making runs. Messrs. Barton and Power opened for the Club and made a good start. Both batsmen played cautiously punishing any loose balls. The fielding of the Customs men was very poor, and the number of chances thrown away in course of the innings was painful to the supporters of this team. It was evident that there was an epidemic of sorts, but it certainly was not "catching." The Kulangsu men knocked up 88 runs for 3 wickets when the game was declared drawn, slightly in favour of the Customs XI. Mr. Barton played a very nice game for the Cricket Club and was loudly cheered on his return to the pavilion. Another match between the same teams is improbable, but there is no question that Amoy will be able to put up a decent game against some of the British cruisers, when they pass through Amoy on their return from Japan and Weihai-wei.

NEW ENTERPRISE IN CHINA.

The following description of the Yuen Chong Flour Mill appears in the "Eastern Review":—

The erection of a new flour mill in Shanghai for Mr. Yuen Chong has been completed and the building fitted throughout with the latest and most up-to-date machinery and plant. The mill is situated directly facing Soochow creek and occupies a prominent position at the corner of the North Soochow and Winchester Roads. The main building is five storeys in height and has a length of 61 feet, width 44 feet, and a total height of 68 feet, and a large erection at the south end of the mill containing the machinery and cleaning departments. Its length is 44 feet, width 28 feet, and height 72 feet, and at the top a huge water tank is situated for use in case of fire. In the basement are to be found the elevators, main line shafting and the elevators and spouts from the roller mills which are situated on the first floor. The second floor contains the purifiers and on the third floor are to be found the Reliance Sifters, also fan and dust collector for roll suction. On the fourth floor are located the centrifugal reels, scalper, dusters and flour dressers. The top storey contains the elevator heads, by means of which the wheat is carried direct from the warehouse on the surface and delivered at the receiving, separators on the fifth floor. First the wheat passes into the storage bins, then through the milling separators, cockle machine and scourers until perfectly clean and ready for the mill. The grinding is then commenced, the break rolls coming first into use and then the roller mills. The total capacity of the mill is estimated at about 1,800 50-lb bags a day of twenty-four hours. Messrs. Jardine, Matheson & Co. have supplied the entire equipment. The machinery for the flour milling was purchased of Allis Chalmers & Co., of Chicago, while the purifiers are of English manufacture, the completed installation being one of the most modern, perfect and complete plants that it is possible to obtain and undoubtedly the best in China.

The same publication is also responsible for the following items of intelligence:—

A new arsenal is to be established at Tientsin by the Viceroy, and the representative of one of the largest German firms is there with a view to obtaining the contract for construction, which will amount to some three million Taels.

An application made by Baron Shibusawa and eight other Japanese capitalists for a concession for the establishment of a company to utilize the waters of the rivers Tatong and Ham for the generation of electric power has been granted by the Corean Government. The term of the concession is twenty-four years, and the Government is to receive five per cent of the net profits.

HORSES FOR MACAO.

11th inst.

By the s.s. *Heungshan* this afternoon there were shipped to Macao to the order of Baron Cadoro, on behalf of the Portuguese Government, six China ponies and two Australian horses. Mr. G. W. Gegg, of Kennedy's Horse Repository, had charge of the animals which we understand, are for use by the Macao mounted police.

THE CHINESE ENGINEERING AND MINING CO.

AN ENTERPRISE OF SHIPPING COMPANY.

The Chinese Engineering and Mining Company are to be congratulated on their enterprise. Knowing as they do the possibilities of their line from Shanghai to Chingwantao, they also realise the fact that it is necessary to prove those possibilities to the general public. Consequently, they have issued a special invitation to the newspapers in Shanghai to send each a representative to enjoy the trip to Chingwantao, thence to Tientsin, on to the Company's mines at Tongshan, and return to Shanghai. Representatives of all the local papers left the Settlement on this most pleasant and unusual excursion this morning by the s.s. *Kaiping*, and are due back on the 14th inst. The opinions of the Press on the tour should prove interesting and enlightening in more ways than one.—*Shanghai Times.*

THE WUCHOW PIRACY.

ONE SOLDIER KILLED AND FOUR INJURED.

[*From Our Own Correspondent.*]

Wuchow, 11th August.

The British launch *Wingfat* plying between Wuchow and Konghau, an up river station, left this port on Friday, the 10th instant, at 6 a.m. On arriving at Tang Chiok, a wayside station, six men who embarked as passengers at that port were asked by the soldier guard on board to allow themselves to be searched.

They immediately produced revolvers and, joined by three others who had embarked at Wuchow, fired upon the soldiers of whom one was killed and fell overboard; another badly shot in the breast, another in the neck and thigh; another was slightly grazed by a bullet on the head, and the last jumped overboard. There were five soldiers in all. The pirates then taking charge of the launch turned her about and steamed down stream to the mouth of a creek a mile above Mongkong where a man in a sampan was met. Nine rifles were speedily taken out of this sampan and the launch immediately got under weigh down river again.

A little while previously to the taking of the *Wing Fat* by the pirates two other British launches—the *Wofung* belonging to Banker Co., and the *Hong Hing*—had passed down stream, and it is surmised that it was the object of the pirates to overtake these at the next station down river. In this they failed and meanwhile, having extinguished all lights, a rush was made through the harbour at Wuchow, where, however, their suspicious appearance was noticed and reported to the Taotai immediately by the I. M. Customs.

On arriving in the neighbourhood of Fung Chun, about 22 miles below Wuchow, the pirates landed with their booty valued at Tls 500 and one chest of opium. The crew of the *Wing Fat* were then able to steam her back and report the matter at Wuchow.

There have been several similar cases of piracy in this region during the last two years in which British launches and trade have suffered. Exactly what steps have been taken and what reparation demanded by our own consular authorities is not known. What is known, however, is that no satisfaction whatever has been obtained from the Chinese authorities during the last two years for the most flagrant breaches of Treaty and damage to trade arising from the immunity allowed the pirates by the Chinese officials.

BRIGANDAGE IN MANCHURIA.

For some time past reports of considerable activity among the Hunghutze in Manchuria have appeared in our columns. The latest papers from Japan provide further details of the outrages committed by these brigands, and to-day we publish a telegram which indicates that the Japanese Government is fully alive to the gravity of the situation. General Oshima, Governor-General of the province of Kwangtung, has been reminded that the suppression of the bands of mounted brigands now terrorising the Liaotung Peninsula has become a matter of paramount importance. Any injury to foreign residents, it is pointed out, would not only reflect seriously upon the ability of the Chinese Government to keep order within its own borders, but would be prejudicial to the prestige of Japan, who has not yet divested herself altogether of responsibility for law and order south of Changchun. Circumstances have forced Japan into a somewhat unenviable position with regard to Manchuria. According to the Treaty of Portsmouth a term of eighteen months was prescribed for the evacuation of Chinese territory by the Japanese troops. Prompted, probably, as much by a desire to demonstrate to the world its good faith as by financial considerations, the Japanese Government hurried on the evacuation without paying much attention to the permanent maintenance of order in the country, which would naturally devolve upon the Chinese authorities. Practically all the Japanese forces at present remaining in Manchuria are distributed along the lines of communication, and even thus they are not numerous enough to provide for more than small companies of 32 men at many of the main posts. The impunity with which roving bands of Hunghutze can scour the country may well be imagined. Negotiations, we understand, have been in train between Japan and China with the object of bringing home to the latter her responsibility in restoring order in Manchuria, but hitherto they have led to no practical result. An excellent opportunity, it would be thought, presented itself to put to the test some of Yaun Shih-kai's well trained battalions. It is obvious that if China does not propose to guarantee security for the lives and property of foreign residents in Manchuria after the Japanese evacuation, public opinion will hold Japan justified in keeping in that country a force sufficient for the maintenance of law and order. Such an alternative is likely to be by no means welcome to Japan herself.—*N. C. D. News.*

A STREET coolie went to a restaurant at West Point on Sunday for dinner. When his inner man had been satisfied he called for the bill. The bill was produced, and it was seen the price was ten cents and five cash. The diner objected to pay the extra five cash, which the waiter said was for extra mustard and pepper used. Words were exchanged, and a quarrel started, and the waiter was alleged to have picked up a pot of boiling tea and poured it down the coolie's back, doing considerable injury to the coolie, who had to be taken to hospital. The police arrested the waiter.

AMOY EMIGRATION.

A DISINFECTING STATION WANTED.

The American Consul at Amoy has asked the Federal Government to give him a disinfecting station similar to the one at Hongkong so that the traffic from Amoy will not be held up by the 7-day quarantine placed on passengers and baggage going from Amoy to the Philippine islands. The result of the existing conditions, says the consul, is that much of the travel that would go to the Philippine islands through Amoy, now is diverted to Hongkong. The establishment of such a station would mean that competent medical inspection could be certified to, at Amoy, of passengers and baggage, and certified to so that the delay would be avoided during the times when the plague is prevalent at that port.

THE SHANGHAI MIXED COURT.

THE BUILDING STOPPED.

From the *N. C. D. News* of 7th inst:—There was nothing unusual about the appearance of the Mixed Court at 8 a.m. yesterday the hour when the Municipal Council's ultimatum in regard to the new buildings for which the necessary permit has been withheld expired. A foreign sergeant, in plain clothes, was as usual on duty on the premises, and near the road, where the offending buildings were to be erected, there was a small gathering of native workmen. The proposed increase of cell accommodation has involved the demolition of the old cells on the East side of the premises, and excavations for the foundations of the new buildings are nearly complete. The only actual brickwork that has been done is the filling in of the foundations to the ground level on one side of the proposed building, so there was really nothing to pull down. The builder's coolies arrived on the scene between 7 and 8 a.m. They proceeded to mix cement and made other elaborate preparations for work, but the laying of the brick which would have necessitated Municipal interference, was never attempted. When questioned as to their idleness the coolies made evasive replies about the heat. Supplies of bricks, however, continued to arrive in wheelbarrows throughout the morning and some of the coolies found employment in stacking them in heaps.

An armed party of foreign constables, and ten Sikh troopers under the command of Trooper-Sergeant Spottiswoode, were held in readiness at West Hongkew Station. Fifty members of "A" Company mustered at Headquarters at 7.45 a.m. On falling in, twenty rounds of ammunition per man were served out, and the volunteers were then permitted to do as they pleased, as long as they did not leave the Municipal Compound. About 8.45 a.m. the Acting Captain Superintendent of police (Mr. McEuen) accompanied by Mr. Fenton (Cadet) and Detective-Inspector Armstrong arrived at the Mixed Court. Having satisfied himself that no building was in progress Mr. McEuen visited West Hongkew station and, returning to the Court, had an interview with the Magistrate. This appeared to be satisfactory, for telephonic instructions were sent to head-quarters that "A" Company might be dismissed, and a few minutes later the armed police at West Hongkew were permitted to return to their Stations. The "Emergency Section" of "A" Company were told to hold themselves in readiness to turn out, for the next three days.

THE MACAO LOTTERY.

ACTION BY THE PHILIPPINES COMMISSION.

The next man who shall bring lottery tickets into the Philippines will find himself face to face with an Act of the Commission especially prepared to prevent the importation of such things. Yesterday morning, reports the *Manila Cablenews* of 10th inst., the Commission enacted a law prohibiting the importation, sale, giving away, use and possession of lottery tickets and lottery advertising matter. The law makes it a criminal offence to do such a thing and fixes the penalty at a fine of P2,000 or imprisonment for one year or both at the discretion of the Court.

Lottery tickets imported into the islands are made subject to confiscation, and whatever goods they shall come concealed in shall also be liable to seizure and forfeiture. The introduction of the tickets by mail is also made a penal offence. Any such articles whose importation is prohibited by article 16 of the Universal Postal Convention of June 15, 1897, to which the United States is a party and upon being so seized all such articles shall be delivered to the collector of customs at the nearest port, and shall be thereupon declared by him to be confiscated, and shall be totally destroyed as dangerous to the public morals.

Not only is the sale, giving away and use of lottery tickets prohibited under this Act, but even the possession of any such article shall be deemed presumptive evidence of an intent to sell, give away or use the same in the Philippine islands, and said possession, unless satisfactorily explained, shall be deemed sufficient evidence to warrant conviction.

The thousands of Americans, Spaniards, Filipinos and Chinese who indulge in the luxury of Macao tickets will now have to seek the services of the agents of the lottery in Hongkong and Macao who are ever ready to handle matters expeditiously from the other side of the water for small consideration. Large sums of money have been made every year by these shrewd agents, who by means of the mails receive the price of the ticket and send a receipt for the same bearing the number or numbers of the tickets purchased.

This lottery in Macao is conducted by the Santa Casa de Misericordia, a Portuguese orphan asylum, and it is from the profits derived from the lottery that the institution is supported. The institution is purely a charitable one and is under the direction of His Excellency Sr. D. Pedro Nolasco de Silva. [Mr. Nolasco da Silva in only the "Provedor" of the institution.—Ed., *H.K.T.*]

The recent seizure of 2,000 lottery tickets issued by this institution has probably been the means of putting a large amount of money into the coffers of the institution [This is not so; the farmers who have the exclusive right of retailing the tickets benefit by any such seizure.—Ed., *H.K.T.*] and should the police secure the remaining 8,000 a large number of which have already been sold, mostly to Chinamen, the prospects for the orphan asylum for the coming year will be better than ever. Every ticket that falls into the hands of the authorities represents a chance to win one of the many prizes offered and it is quite within the bounds of possibility that among these tickets just seized and to be seized, is what is known as the "premio gordo" or the first prize, which means many thousands of dollars to the winner and its destruction will mean an equivalent saving to the institution.

MR. F. A. Hazeland, at the Magistracy on Tuesday, fined three owners of trucks $5 each for neglecting to carry the regulation lights last evening. The regulation requires that two bright lights should be affixed to both sides of the truck.

NANNING'S CHANCE.

PROPOSED AS NEW TREATY PORT.

CHINESE GOVERNMENT'S ANSWER TO VICEROY SHUM.

[*From Our Own Correspondent.*]

Canton, 14th August.

On the recommendation of Viceroy Shum, the Imperial Government has agreed that Nanning should be declared a port open to the trade of the world. Viceroy Shum has ordered the Taotai of Chekiang and Mr. E. von Strauch, the Commissioner of Customs at Wuchow, to make all necessary arrangements pending the opening of Nanning as a treaty port.

The river between Wuchow and Nanning is very shallow, only about three feet of water being found in some parts. It can only be navigated by vessels of light draught which would have to be specially constructed if a steamboat trade were to be inaugurated between Nanning and Wuchow. There is comparatively little trade from Nanning at present, merchandise being brought by junks down to Wuchow; and the navigation of the river is attended with considerable difficulty, as has been experienced by travellers who have passed the rapids. When the goods reach Wuchow they are trans-shipped to the regular river steamers. As far as I can gather, it would be necessary to construct vessels of the size of steam launches, and specially designed to negotiate the rapids by the provision of special steering gear, before trade could be successfully carried on between the two ports.

The exact extent of the volume of trade has not been ascertained, but from the statements of those who were connected with a vessel, owned by a firm in Hongkong, running between Wuchow and Nanning, the trade hardly justified the continuance of the service. The opening of the port might have the effect of indirectly favouring British interests, since all facilities granted to trade are calculated to influence the British trade in South China. The opening of Nanning may also affect French interests in the north.

THE RAUB AUSTRALIAN GOLD MINING CO., LD.

ANNUAL REPORT.

The directors herewith present the balance sheet and profit and loss account for the year ending 31st March, 1906; the Singapore accounts incorporated therein being closed on the 28th February, 1906.

The directors regret that mining operations show no better results, and that despite the larger amount of stone crushed, the yield per ton has not improved. The annual report, furnished by Mr. W. H. Martin, refers very fully in detail to this subject, and attention is called to a copy of such report, which has been forwarded to each shareholder.

The directors desire to place on record their appreciation of the strenuous exertions of the General Manager, Mr. W. H. Martin, M.I.M.M., assisted by his staff, to endeavour to improve the Mining returns. They consider and that no one could have managed the mining affairs of the Company in a more able manner, are confident that, if it is possible to secure higher grade ore, Mr. Martin will soon be able to show a period of profitable mining.

In accordance with the articles of association, all the directors, Messrs. De Burgh Persse, Robert Philp, George Frederick Scott, and James Forsyth, and the auditor, T. A. Bond retire, but are eligible for re-election, and offer themselves accordingly.

It will devolve upon the meeting to elect directors and auditor, and to fix the auditor's remuneration.

DE BURGH PERSSE,
Chairman.

Brisbane, 26th June, 1906.

BALANCE SHEET FOR YEAR ENDING 31ST MARCH, 1906.

(Incorporating Singapore Balance to 28th February, 1906.)

Liabilities.

1906.	£	s.	d.	£	s.	d.
Capital	70,000	0	0			
Less uncalled capital on 150,000 shares at 1/2 per share	8,750	0	0			
				191,250	0	0
Reserve				4,873	10	10
Debenture				7,055	4	3
Government of the Federated Malay States				5,042	5	10
Sundry Creditors				4,661	0	7
Chartered Bank of India				3,835	3	1
Unpaid Dividends—						
Brisbane	72	4	0			
Singapore	70	7	6			
				142	11	6
				£216,859	16	1

Assets.

Mining Property				131,684	17	6
Machinery, Plant, Buildings, and Furniture	23,949	18	0			
Electric Plant and Installation	28,386	10	0			
(As per valuation)				52,336	8	0
New Main Shaft and Plant				12,097	10	1
Timber and Fuel and Stores				2,334	4	0
Balance to Credit of Dividend A/c—						
Brisbane	72	4	0			
Singapore	70	7	6			
				142	11	6
Sundry Debtors				163	12	8
Cash Balance—Raub	703	12	10			
Singapore	1,915	19	2			
				2,619	12	0
Profit and Loss Account				15,481	0	4
				£216,859	16	1

PROFIT AND LOSS.

Dr.

1905.—April 1st.			
To Balance	8,745	4	5
1906.—March 31st.			
" Directors' and Auditors' Fees, Salaries & Charges, Brisbane	581	15	4
" Wages and Expenses at Raub, including cost of Singapore Office and Directors' Fees	30,640	11	7
" Amounts written off for depreciation and cost of upkeep of machinery and plant, electrical plant and installation, buildings, furniture; also consumption of tools, implements, stopes, timber, and fuel	7,275	2	8
	£47,242	14	0

Cr.

1906.—March 31.			
By Gold Account:— Nett proceeds of 8,430.466 ozs. from 65,715 tons, after payment of Royalty, Cost of Transit, Insurance, etc.	31,761	13	8
By Balance	15,481	0	4
	£47,242	14	0

GENERAL MANAGER'S REPORT FOR 1905.

The General Manager's annual report for the year ending 28th February, 1906, to the chairman, directors and shareholders of the Raub Australian Gold Mining Co., Ld., is as follows:—

Gentlemen,—I herewith beg to hand you my report on the operations carried on your mines for the year ending February 28th, 1906.

Our policy for the whole year has been directed in pushing forward in the most energetic manner the further development of the property on the surface and underground, also to utilise more of our cheap electrical power in the place of steam, and to keep our working costs down within the limits of our returns.

As a result of the year's exploratory work, our most important experience has been in the 440 ft. level in Koman, where (at about 20 ft. from the shaft), after driving 86 ft. to the north and 54 ft. to the south on a mixed body sometimes carrying small quantities of gold, it was decided to abandon it and to push the main crosscut further east. This resulted in striking the lode at 71 ft. from the shaft, which at the point of intersection assayed 6½ dwt. for 60 in. wide. The inclination of the lode between this level and the 340 ft. has probably changed, or there is a slight dislocation. This strike, however, is important, in that it leaves no doubt as to the existence of the lode in depth. This, with the developments at Stope mine, has placed us in the position that we are now able to develop a reserve in advance of our milling requirements—a most satisfactory position in itself, though the values give no encouragement to expect any better returns than we have had.

MINING.—BUKIT KOMAN.

Most of our mining operations have been carried out in this mine, which as usual has been our mainstay in providing milling stone.

MAIN SHAFT.

This has been deepened by 6½ ft., making a total of 19 ft. below the No. 5 level, or 461½ ft. from the surface.

For the automatic filling of skips, two ore shoots have been placed at the 440 ft. level.

440 FT. LEVEL.

After striking the lode in the crosscut (before referred to), driving to the north and south was started, and has been taken to 110 ft. and 124 ft. respectively. The lode shows an abundance of quartz, and for the total distance averages 50 in. wide, assaying 3½ dwt. Stoping has been started in the back of this level, from which, including the ore from driving, 1,359 tons have been raised

340 FT. LEVEL.

Northwards we have advanced the main drive 151 ft., bringing the total to 523 ft. from the shaft. This has taken us to about 50 ft. beyond the limits of the ore shoot. Of the 151 ft. driven, the first 86 ft. carried a lode 58 in. wide, worth 5 dwt. The remaining 63 ft. showed mixed matter only for 51 in. wide, varying in value up to ¾ dwt.

To the south, 52 ft. have been driven, making a total of 191 ft. from the shaft. The lode for the distance driven was made up chiefly of small bands of quartz in the slate, and practically worthless. At this distance, a branch traversing the drive diagonally was followed for 9 ft., when it died out.

Both drives are now idle.

Below this level, two winzes have been completed in depth to the next level, one 50 ft. south of the shaft, and one 250 ft. north. In the former, the lode disappeared about half way down, thus giving rise to the supposition that there is a slight dislocation in the lode between these two levels. The north winze carried lode all the way down, and at the bottom a crosscut showed a further width of 72 in., assaying 2¼ dwt.

Above this level, we have had two stopes, varying in size from 90 to 160 in., and from 3 to 5 dwt. in grade.

240 FT. LEVEL.

This level has been extended south from 633 ft. to 728 ft. upon a lode that has been productive for the whole of the distance driven, averaging in width 48 in., and producing by assay an average yield of 4 dwt. per ton. This driving has been done on the hanging wall portion of the lode and was connected with the main drive by a crosscut from the footwall portion, which is worthless; driving to the south on this branch has been taken 38 ft., and communicated with former workings.

The north end has been idle during the year.

Below this level, the No. 2 winze has been sunk 1[illegible] ft., making a total of 94 ft., and has holed to the 340 level, from which a stope is now being worked.

Above this level, we have had three stopes in operation. Earlier in the year we had a fourth on a parallel branch in the south drive, which gave us a good many tons of high grade one, but this, unfortunately, has become exhausted. The lode, from which we have broken 16,076 tons of milling ore, averaged 78 in. in width, giving an assay value of 5 dwt. per ton.

140 FT. LEVEL.

From the Koman south shaft, the main crosscut east has been extended from 236 ft. to 486 ft.; its object was to intersect the East Lode, but only small veins of quartz of no value were met at irregular intervals, and, after traversing 250 ft. this was stopped.

In the back of this level, there has been one stope in work for the greater part of the year, and, while this lasted, we could always rely on fair grade stone.

Our continued efforts to find other unworked bunches have been without success.

The lode from which we have won 2,790 tons, has averaged 74 in. wide, and worth by assay 7 dwt.

All work on this level is now idle, except the tramming of surface waste for filling.

STOPE FILLING

with waste has called for as much attention in the lower levels as in the shallower ones and, though we pass as much surface waste as possible into the mine, still have to crosscut from the various stopes to meet the demands. But these serve a double purpose, for in some few instances we have met bunches of quartz—that do not extend more than a few feet either way—that have been worth taking out. The great expense incurred in this work accounts for no less a sum than $16,852.97 of our working costs, equivalent to 50.3 cents per ton of ore raised from this mine alone.

"STOPE" MINE.

The crosscut west from the shaft at the 60 ft. level was extended to 172 ft., but without success, and has been suspended.

To the east, after encountering much water—which seems to have come from the surface working—the lode was struck at 51 ft. from the shaft, and this revealed a width of 72 in., giving by assay 6½ dwt. per ton. Subsequent drives to the north and south showed a maintenance of width and value.

It will be seen that the shallowness of this level did not warrant any extensive development once we have satisfied ourselves of the permanence of the lode, as the amount available for stoping would be insufficient to pay the expense, so, after opening out 51 ft. in all on such a promising lode, it was decided to sink the shaft to a lower level.

The shaft is 14 ft. by 4 ft. inside timbers; and, after completing all preliminary arrangements—namely, raising, a temporary headgear, installing a boiler, engine, pumping, and hauling gear, and fixing a 9½ in. Cornish pump—for we find no pump so suitable to the work—actual sinking was commenced on 22nd July, 1905. The additional depth of 100 ft. was reached on November 10th, 1905 thus averaging 25 ft. per month of four weeks', the contractor putting in all necessary timber at the same time. This speaks well for the class of labour, considering the quantity of water and the nature of the rock. Sinking was continued a further 14 ft., to provide the necessary sump, making a total depth of 173 ft.

From the 160 ft. the crosscut east intersected the lode at 72 ft., which at that point was found split into two portions, and very low grade.

Driving to the south has been taken to 49 ft. For the first 30 ft. the lode appeared to be very disorganised, and in that distance the two portions, met in the crosscut, have come together. For the last 19 ft. it has become more settled, with an improvement in the average grade, which has varied from 1 to 7 dwt. per ton for a width of 66 in.

The north drive has been driven 39 ft., and for some feet contained a lode 66 in. wide, varying in value up to 5 dwt. The lode has now disappeared entirely, with the indications that the north end of the ore shoot has been reached. Driving here has been suspended, and the main crosscut East restarted to explore the East Lode at this depth.

The 60 ft. Level South drive has been restarted, and extended to 51 ft.: the lode, 70 in. wide, gives 6 dwt. per ton. From this level, a winze has been started to connect with the 160 ft. level, and, after sinking a few feet only, has been stopped to await further developments south on the both levels.

From the surface, a winze has been sunk and connected to the 63 ft. level in the footwall portion of the lode, and this for 36 in. wide gives an average value of 10 dwt. per ton. From this as much as can, with due safety to men and mine, will be stoped out for milling purposes.

From the surface, at about 500 ft. South of the shaft, some 5,369 tons have been broken and sent to the mill from the outcrop of the lode, which varied in value from 3 to 7 dwt. A winze has been sunk on this to the depth of 19 ft., exposing a lode 84 in. wide, and producing by assay 5½ dwt. per ton. This outcrop is no doubt the extension south of the lode now being worked on from the shaft.

Further surface prospecting in the vicinity of this mine has been carried out on an outcrop at about 800 ft. North-East of the shaft on which very extensive ancient workings were found; and from samples taken some fair pannings were got. A winze was sunk 25 ft., and a crosscut put off to strike the lode, but, owing to the quantity of water, we were unable to get deep enough to meet the lode below the old work. It is to this lode that the main crosscut at the 160 ft. level is being extended.

Hitherto, this mine has been looked upon as being in a swamp, but, by a system of drains, it is now as dry superficially as any other section of the mines.

BUKIT MALACCA.

On this mine there are three shafts. The old, or Malacca, Shaft is 150 feet deep, and of this, report says there were extensive workings on a small and poor lode—the abundance of water giving endless trouble to inadequate machinery. Since all mine work here was ceased, the mills have been erected at about 20 feet from the top. It is from this shaft that the water supply has been got for milling purposes, and our attention was first directed to its dangerous condition, and, as a sufficient supply could not be relied on from other sources, we cribbed the bottom half of the shaft, and so have secured its safety and the supply of water.

THE NO. 1 SHAFT

is 1,268 ft. ft. farther north, and is 80 ft. deep, reaching the No. 1 level. On this level there are several crosscuts and drives south, but these have proved nothing of value. The drive north is connected to the No. 2 shaft, which is 427 ft. still further north, and 134 ft. deep, reaching the No. 2 level. Between these two shafts all recent operations have been confined. There has been little scope to carry on mining on the scale we hoped for here, for, from thorough investigations, we found that there was one shoot of payable ore only. This is about 60 ft. long, with an inclination of about 55 degrees to the West, and, similar to others here, has a strike from South to North. It is located between the No. 1 and No. 2 shafts, and, owing to the different depths of the shafts, and the surface equipment, it has been necessary to keep the two shafts in use with pumps, hoists, and attendant employees. This has tended to inordinately raise the working cost of the ore won from the one stope only.

NO. 2 LEVEL.

The drive north has been driven 24 ft., and the south 14 ft., in both cases several feet beyond the extent of the ore shoot. The lode exposed was very irregular in its formation, but was of good grade, assaying 6 dwt. for 50 in. wide. Above this level, there has been one stope in work, from which 1,773 tons have been raised, worth 6¼ dwt. per ton; the lode averaging 65 in. wide; 1,694 tons of this ore have been sent to Koman Mill, and 79 tons have been put through the Huntington Mills.

NO. 1 LEVEL.

A crosscut west from opposite the No. 2 Shaft has been put in to provide waste for filling, having also the dual object. 201 ft. has been traversed, but without any fresh discovery. Above this level, all payable ore has been removed.

SURFACE.

In the north hill, standing between the Bt. Malacca mines and the Queensland Raub property, two crosscuts have been put in from the foot in an easterly direction, in search of other lodes. The No. 1 traversed 440 ft., and No. 2, at a point about 500 ft. further north, was taken to 84 ft. These did not disclose anything of a workable nature, and have been stopped.

OTHER MINES.

Bukit Nibong, Hitam, Jellis, Koman North, Eastern Lode, and Queensland Raub have been idle during the year. Koman South has been in use for pumping purposes only.

NEW MAIN SHAFT.

Everything remains the same as at the close of last year. Had the work continued, we should have reached a depth of about 600 ft., or nearly 200 ft. below any of our present workings—an operation which would have been of the utmost importance to all concerned in gold mining in this country.

MINE DEVELOPMENT.

A comparative list of development work for the last three years is given below:

Year.	Sinking Main Shafts.	Sinking Air Shafts.	Driving Levels	Cross-cutting.	Total.
	Ft.	Ft.	Ft.	Ft.	Ft.
1905	113½	163½	975½	3,358	4,610½
1904	74	219	1,043	1,799	3,132
1903	264	633	1,247	1,287	3,431
1902	114	897	2,683	4,044	7,739

ORE.

The following shows the source of the year's milling supplies:—

	Tons.
Bukit Koman, surface workings	5,776
" " No. 2 level (140 ft.)	2,790
" " No. 3 level (240 ft.)	16,076
" " No. 4 level (340 ft.)	13,278
" " No. 5 level (440 ft.)	1,359
Stope, surface workings	5,369
" " Mine ore	629
Bukit Malacca, surface workings	18,665
" " Mine ore	1,773
A total of	65,715 tons.

LABOUR.

All mine work has been done by Chinese workmen, of whom there has been the usual and efficient supply. On the surface, Malays and Tamils are found most suitable.

The rates of wages paid is much the same as in previous years, though there is a general tendency to a higher rate. This has arisen, no doubt, from the increased demand for labour by the many new enterprises in these States.

The average rates paid are as follows:—

	Per Day
Shift-bosses	$1.50
Carpenters	$1.20
Smiths	$1.30 to $2
Drill sharpeners	$1.20
Fitters	80c. to $3
Engine drivers	70c. to $1.10.
Pump man	70c. to 80c.
Plat and braceman	60c. to 70c.
Mine timbermen	$1.00
Mine trammers	60c.
Miners	45c. to 80c.
Battery men	60c. to 80c.
Electric drivers	60c. to 65c.
Electic fitters	$1.00 to $1.30
Labourers	45c. to 60c.
Watchmen	45c.

TIMBER.

There has been the usual supply available for all purposes. For the best timber we are compelled to go still further into the jungle, but in using this quality timber we are fully compensated in its durability—especially underground.

FIREWOOD.

The application of electricity at Koman and Malacca has effected a great economy in both labour and fuel, but the demand for firewood is still great. Instead of the easily procured soft green wood at $7 a cord, we are using a much better steaming wood at $11 per cord, and we find that one cord of the latter is equal to about two of the former, and there is also a saving in the transport and handling.

GOLD DUTY.

The duty paid has been 2½ per cent. of the total output, and it is gazetted that this rate will remain in force until further notice. The amount paid during the year is $7,749, or an equivalent to nearly 12 cents per ton of ore raised. Royalty in Australia, India, and S. Africa is computed at 10 per cent. on profits, which, to my mind, is a much more equitable form of taxation

LICENCES.

Boiler inspections and explosives' licences have cost us $178.

PLANT AND MACHINERY.

At Sempam, a new 30 h.p. turbo generator has been installed, fitted with an automatic governor. This machine has since been in constant use because of the controller which regulates most effectually any variation in the generator speed caused by the perpetual starting and stopping of the electric hoist. The other three generators are run on alternate days, and are kept in working order. The pipe line, settling pits, and flume have called for some repairs. A new marble panel has replaced a broken one on the switchboard. On the transmission line several poles have been changed, and new lightning arresters have been added at various points along the line, and at the Transformer stations on the mine.

BUKIT KOMAN ELECTRIC HOIST.

After two years and four months since the first hoist was ordered, we have installed at Koman shaft one that has given some satisfaction. The motor is 70 h.p., coupled to a worm gear on a counter shaft, which operates the 8 ft. diameter drums by spur gearing. It is fitted with emergency brakes—and these are only necessary in case of accidents,—also with an electric brake in the first instance, but this we changed for a foot release, which gives less sudden and severe strains on the engine. The resistance has given considerable trouble through overheating in a very confined space. It has since been successfully moved to some distance from the starter.

The starting is of the simplest kind, and the native drivers handle it with comparative ease, and without fear.

In connection with this hoist, two new steel wire ropes have been put on, each 800 ft. long, of 3¼ in. circumference, and having a breaking strain of 49 tons, and a safety factor of 16½.

The electrically driven Cornish pump has not given a moment's trouble.

From Bukit Koman a set of high tension cables has been taken to Bukit Malacca Mills.

At "Stope" Mine, besides the boiler and pumping gear referred to, a steam hoist has been laid down. This was taken from Bukit Malacca, and has been replaced there by a ship's winch, removed from Koman fitting shops.

At Koman, the boilers, steam hoist, and steam pump are kept in order in case of emergency.

The machinery on the other shafts, shops and pumping station are in their usual working condition.

The railway has been extended to Bukit Malacca from the Jellis Junction, and heavy rails from Jellis Siding have taken the place of the lighter ones between Koman Shaft and the Mill

The locomotives and rolling stock have been well looked after, but age and much service are beginning to show on them.

The Huntington Mills at Malacca are very expensive to keep in full working order, the wear and tear being enormous. The average cost per ton milled is about the same as with the Stamp Mill, but is chiefly made up of maintenance and firewood. A saving in the latter of about $300 per month has been effected in substituting electricity for steam.

Koman Mill has been kept in excellent order, as is abundantly evidenced by the high rate of efficiency of per stamp per day and the average running time.

KOMAN MILLING RETURNS

Particulars and comparisons with the last three years appear in the following table:—

—	1905.	1904.	1903.	1902.
Stamps	40	40	40	40
Tons crushed	45,277	40,158	35,402	34,727
Month'y average ... tons	3,483	3,089	2,723	2,978
Duty per stamp for 24 hours ... tons	3·274	3,224	2·804	3·151
Average lost time per month ... days	1·48	3·937	3·636	2·120
Amalgam produced ... oz.	20,733·5	19,607	18,570	—
Bullion produced ... oz.	7357·088	6501·872	9140·120	11136·79
Bullion percentage from amalgam	35·48	33·16	38·38	36·60
Bullion product per ton ... dwt.	3·249	3·039	3·281	3·08
Bullion product percentage of contents	70·83	73·33	74·05	72·88
Tailings value per ton dwt.	1·338	1·278	1·679	1·489
Tailings percentage of contents	19·16	26·67	23·36	20·32
Average fineness of bullion	919.50	923·78	920·67	924·10
Milling costs per ton	81c.	83.04c.	81·2355	81·2403

Of the 45,277 tons crushed, 1,694 have been brought from Bukit Malacca, and have given an estimated yield of 401.398 oz. or 4.73 dwt. per ton. Therefore, the 43,583 tons raised from Koman and Stope have yielded 3.191 dwt. per ton. The ore from Malacca Mine is much more refractory than Koman ore, and accounts for the higher value of the tailings.

Milling at Bukit Malacca has been done by two 5 ft. diameter Huntington Mills. These have been found most suitable for the class of ore we have won from bunches of surface quartz and mixed gravel overlying the side of the hills; of this, 20,359 tons have been crushed. There have also been crushed 79 tons from the mine by these mills, making a total of 20,438 tons, and producing 1081.269 oz. smelted gold having a fineness of 920. Percentage of smelted gold from amalgam: 31.40. Average yield per ton: 1.058 dwt. Milling cost per ton: 81 cents.

CYANIDATION.

On the arrival of the machinery (which has been described in an earlier report) a thorough and complete test was made with the plant, but it was found altogether inadequate to fulfil the duties for which it was erected. This is most regrettable after the great success promised for the process. Further experiments are, however, in hand on a working basis to profitably treat the tailings.

The Rainfall for the year, registered by the mine gauge, has been 69.07 inches.

EXCHANGE.

The fluctuations of the local dollar, compared with the average rate of last year, have seriously affected the silver equivalent of our bullion, and accounts for a loss of about $31,500 in revenue. On the other hand, our local monthly payments average about $16,000, and, with the same difference in the exchange, it makes a difference of about £1,950 for the year, or $16,714 (2s/4d) dollars. This means 15.4 cents per ton of our working costs.

RETURNS.

Mine.	Tonnage.	Bullion Returns. Ounces.	Average Fineness.	Sterling Value.	Local Dollars.	Yield per ton.	Working Costs. $	Cost per ton. $	dwt.	Margin of Profit. $	Average per ton.
Koman	38,771	6,322·358	921·331	£13,18,3·44	£24,566 0 0	3·161 dwt.	217,854	5·61	3·00	17,352	0·74 dwt.
Malacca	22,180	1,482·667	920 "	3,18,2·88	5,772 8 11	1·769 "	54,077	2·437	1·769	2,861	0·07 "
Stope	4,764	625·415	923·14	3,18,5.	2,449 13 1	2·565 "	7,139	1·54	0·355	15,213	1·765 "
	65,715	8,430·466	921·38	£13,18,3·21	£32,933 2 0	3·156 "	277,329	4·22	2·17	35,456	0·97 "

CAPITAL EXPENDITURE.

Cyanide (Koman)	$10,877·50
Turbines (Sempam)	4,755·50
Generators "	9,000·00
Hoist (Koman)	18,213·40
Ball mills	681·86
Development "	694·00
Reg. Malacca	4,717·76
Stope	24,637·23
	$73,912·65

Total Working Costs	$277,329
Total Capital Expenditure	73,912
	351,239
Total Bullion Values	312,776
Loss on Year's Working	38,456

TABLE OF WORKING COSTS
(Koman, Malacca, and Stope).

	Monthly Average. 1905.	Monthly Average. 1904.	Monthly Average. 1903.	Monthly Average. 1902.
	$ c.	$ c.	$ c.	$ c.
European salaries	3,542·0	4,314·73	4,780·07	5,099·40
Development wages	980·0	972·45	1,850·83	4,544·00
Ore Raising	6,742·0	3,436·20	4,339·39	4,389·28
Surface	4,720·0	3,253·10	4,163·67	5,422·24
Firewood, Timber and Charcoal	1,703·0	1,281·85	1,871·50	1,368·48
Stores	2,571·0	2,425·87	1,835·33	2,131·04
Petties	450·0	330·56	212·77	155·58
Royalty	606·0	not included	not included	not included
	21,332·0	18,020·76	19,083·56	24,006·96
Average Cost per ton	$1.82	$1.83	$7.23	$7.32
" " "	2.27 dwt.	2.93 dwt.	3.23 dwt.	3.07 dwt.

HEALTH.

The health of the staff and natives has been generally good.

STAFF.

I wish to record my appreciation of the whole-hearted and untiring support rendered by one and all.

NEW WORK.

Preparations are being made to build concrete buttresses to support the wood and concrete dam at Sempan, which governs the intake to the water flume. Through constant wear, the dam is getting seriously undermined, and advantage of the dry season is being taken to permanently secure it.

In concluding my review of the year's operations, I can only add that no effect has been spared on our part to place the mine on a working and remunerative basis. I much coveted the pleasure of being able to congratulate the company on the future prospects, but the fates are against us. Our one hope, however, at present is in the further development of Stope Mine, and this is being vigorously pushed ahead, for I am loth to believe that the better quality ore worked in the 60 ft. level does not reach to the 160 ft. level a little further south.

A reference to the working costs shows that we have, by the aid of modern machinery and rigid economy, been successful in further reducing the running expenses, although the works are much more scattered, and in spite of a much enhanced value of the dollar—the full effects of which will be more seriously felt during the coming year.—I am, Gentlemen,

Your obedient servant,

W. H. MARTIN, M.I.M.M.,
General Manager.

ALLEGED EMBEZZLEMENT.

CHINESE MERCHANT DISCHARGED.

15th inst.

Before Mr. F. A. Hazeland, at the Police Court this afternoon, Ng Kai Shek, formerly manager and partner in the Chung Shun paper firm, of No. 66, Bonham Strand, was charged on remand with embezzling—with one Ng Sing Sam, the absconded second manager and brother to the defendant—the sum of $25,665.86, the funds of the firm.

Mr. F. C. Barlow, of Messrs. Goldring and Barlow, prosecuted, the defendant was represented by Mr. G. K. Hall-Button, of Messrs. Brutton and Hett, and Inspector Smith watched the case for the police.

Mr. Barlow, who had previously been requested by his Worship to interview the Captain Superintendent of Police, regarding the withdrawal of the charge, repeated the request. He said that some satisfactory arrangement had been arrived at between the parties, and as the case was more for a civil Court, he would ask that the charge be withdrawn. The defendant, it is understood, had agreed to refund the money to the Chung Shun firm.

The police had no objection, neither did Mr. Hall-Brutton, and the defendant was released.

HONGKONG STUDENT'S SUCCESS.

REMARKABLE EXAMPLE OF "SELF-HELP."

15th inst.

Friends of Mr. Kwan King Sun, a younger brother of Dr. Kwan King Leung who is a well-known resident of this Colony, will be pleased to know that he has graduated this year from the Cornell University, Ithaca, N.Y., with honour, and has been elected a member of the American Chemical Society. This is a remarkable record for a Chinese student abroad seeking for an higher and advanced education, since this young man only went over to the United States in July last year. In the space of one college year, he has made himself proficient in all requirements of the college, passed his final examinations and receiving his diploma with honour, which, it is stated, would have taken an ordinary man three years to achieve.

A brief account of Mr. Kwan's career may not be uninteresting to the numerous acquaintances of Dr. Kwan King-Leung. Mr. Kwan King Sun received his first English education in the Diocesan School in this Colony. Thence he proceeded to Tientsin and entered the Tientsin University where he graduated with distinction just prior to the outbreak of the Boxer trouble. Being then eager to obtain a higher education abroad, but being in humble circumstances, he resolutely set himself to secure employment as a mining engineer in a certain tin mine in the Straits Settlements. There he remained two years and during that time he not only won for himself the reputation of being a faithful, conscientious, and efficient worker, but also the high esteem and regard of his employer. In deference to his father's wishes he again made his way back to Tientsin where his two other brothers are in the Government service, and joined the mercantile firm of Messrs. Billfeld and Son. For four years he worked hard both during and after office hours. When he had saved up sufficient means for his support and education, he resigned his position and proceeded to the States where he has now distinguished himself. We understand that Mr. Kwan intends further to equip himself in other branches of science.

A CARELESS POLICEMAN.

CONVICTED FOR NEGLECTING DUTY.

15th inst.

The Indian policeman, who was remanded on the 8th instant by Mr. F. A. Hazeland in order that he might try to re-arrest a prisoner whom he allowed to escape, came up on remand, at the Magistracy, to-day. The policeman failed to effect a capture. It may be remembered that on the morning of the 7th instant his Worship convicted a coolie for theft and sentenced him to three weeks' hard labour and six hours' stocks. The defendant was deputed by the inspector-on-duty to see that the stocks sentence was carried out. The Indian took the convicted man down to the Praya Central, saw that he was properly locked in the stocks and stood guard over him. When the coolie had done three hours in the stocks he turned to the Indian constable and said that he wanted to go to the public latrine. The policeman got the man out of the stocks, went a bit further by releasing one hand of the coolie's from the handcuffs and marched him to the latrine. The coolie entered, while the policeman waited at the eastern door. He waited for a considerable length of time and finding that there were no signs of the coolie he went in to investigate, when to his surprise he discovered the latrine was empty. His man had escaped through the western door of the latrine, taking with him a pair of Government handcuffs. His Worship held that accused had neglected his duty, but as he had a very good character in the force, he would take that into consideration and deal with him leniently. He would pay a fine of $7.

PHILIPPINE REQUIREMENTS.

ANOTHER OPPORTUNITY FOR HONGKONG SHIPBUILDERS.

15th inst.

We understand that Mr. Amos P. Wilder, Consul-General at Hongkong for the United States, is in receipt of blank proposals and general instructions to bidders for the construction of one sea-going tug, one stern paddle wheel steamer, one steam launch, and one hull for steam launch. The bids will be received by Captain and Quarter Master W. S. Scott, Office of Water Transportation, Manila, P.I., until 27th September, 1906. As yet the Consul-General has received no instructions to advertise for tenders from Hongkong firms for the construction of these vessels, but parties visiting the Consulate will receive all information as to the requirments of the Insular authorities.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

15th inst.

The following are the highest scores made at the King's Park range in the pool competitions on Saturday and Sunday, the 11th and 12th August:—

A. J. W. Watt	59+11=70
Sir Francis Piggott	63+ 4=67
R. M. Ezekiel	51+16=67
G. E. Morrell	47+20=67
A. Jenkins	61+ 5=66
R. D. Atkinson	48+18=66
J. C. Gow	65 scr. =65
J. McInnes	52+12=64
H. W. Bird	45+19=64
E. W. Terrey	48+14=62
A. Ritchie	51+10=61
Dr. G. M. Harston	41+20=61
J. H. Pidgeon	60 scr. =60
W. Chatham	40+20=60
A. Tuxford	51+ 6=57
S. T. Egerton	37+20=57
A. Gibson	44+12=56
Dr. W. W. Pearse	45+10=55
W. J. J. Gast	43+12=55
A. Blowey	41+10=51
W. H. F. Davis	44+ 6=50

FATAL ACCIDENT AT WANCHAI.

COOLIE DROWNED IN A BARREL OF WATER.

15th inst.

A coolie residing at No. 20, Keswick Street, Wanchai, was drowned in a barrel of water in his house yesterday. How the coolie succeeded in entering the barrel no definite evidence could be obtained. A few held that it was a case of suicide, while others hold that it was merely an accident. According to the people in the house, where the coolie came to his end, the man was intoxicated shortly before the accident. They saw nothing of him for a long time afterwards and when someone entered the kitchen deceased's legs were seen sticking out of a large barrel which was full of water. The man was pulled out of the barrel, but life was already extinct. The police were summoned and the remains removed to the mortuary. It was surmised that the deceased, who was drunk, entered the cook house, and must have been playing with the water in the barrel when he slipped in head first and was drowned.

CANTON VICEROY ACTIVE.

REGULATIONS FOR ANOTHER RAILWAY.

PROPOSED ROUTE OF THE KWONG POO LINE.

[*From Our Own Correspondent*]

Canton, 15th August.

The following proclamation as to the purchase of lands required in connection with the construction of the Kwong Poo railway has been issued under the signatures of Viceroy Shum and of Chang, Minister of Commerce:—

"Railways are most important for the purpose of enlarging the trade in the country. Recently the Kwong Hsh Railway Company has been established the shares of which have already been subscribed.

"The first section of the railway extends from the Chuen Lung Hou, of the eastern suburb of the Canton city, to Luk Kah Yuen of Whampoa—altogether 40 miles, and then from Whampoa passing Shak Lung through the districts of Tsang Shing and Tung Kwoon and Po Lo, Kwai Siu, Luk Fung of the Wai Chow prefecture, and the districts of Wai Loi, Poo Ning, Kit Yang of the Chiu Chow prefecture; beyond the city of Chin Wai two prefectures, and passing Iu Ping to Amoy in the province of Fukien—altogether about 1,500 miles.

"The above has been sent in a memorial to the Emperor by the Board of Commerce. The first section from Canton to Whampoa has been examined by subordinate officers and the magistrate of Pun Yu. There is no disturbance whatever to the amenities of the inhabitants or the graves. The lands of the first lot should be bought immediately in accordance with the stamped deeds at present market prices.

"The Company should pay coolie hire for removing any houses or graves which may be deemed necessary for the construction of the line. Should the landowners want to be shareholders of the Railway Company, the company will issue share certificates to them, together with the money remaining to be paid them for their properties. But the landowners cannot raise the prices of their properties.

"A despatch has already been sent to the Pun Yu magistrate to protect the railway. The entire population residing along the first section of the railway must understand that the lands, houses, gardens, etc., required by the company must be sold in accordance with the present market prices

"If any of you do not take my advice, he will be liable to severe punishment."

ALLEGED BRIBERY.

SANITARY INSPECTOR ARRESTED.

16th inst.

Quite a sensation was caused in certain circles in the Colony last night when it became known that a European sanitary inspector had been arrested by virtue of a warrant. While outsiders were wondering who the man could be and what led to his arrest, the subject of their conversation was being entered in the charge-sheet by Inspector Ritchie. After this had been done and other formalities gone through the sanitary inspector was taken to a cell to pass the night.

This morning, the inspector, whose name is Francis Ward, and who was a member of the local police force three years ago, before being transferred to the Sanitary Department, was brought before Mr. F. A. Hazeland, at the Police Court, to plead to the charge. The charge was "that Francis Ward, then being a public servant did unlawfully, on the 5th of August, 1903, accept a bribe of $15; on 7th December, 1904, accept another bribe of $30, and on 19th April, 1905, receive a further sum of $10, with a view to influence his conduct as such public servant or to incline him to do an act contrary to duty as such public servant and contrary to the rules of honesty and integrity."

Mr. F. B. L. Bowley, of Messrs. Dennys and Bowley, Crown Solicitors, appeared for the prosecution, and Chief Detective Inspector Hanson watched the case for the police. The defendant was unrepresented.

Before his Worship had informed the defendant of the charge, Mr. Bowley said that he wanted to add a second charge against the defendant's name. It was to the effect "that on the 23rd, 25th and 28th June, 1906, the defendant did unlawfully obstruct the due course of justice by endeavouring to persuade one Chan Chi from giving evidence before the Commission." Counsel for the prosecution then asked for an adjournment.

His Worship—I think, Mr. Bowley, you had better supply the defendant with a copy of the charge you intend adding now and I will take his plea at the next hearing.

Mr. Bowley—Very well, your Worship.

His Worship then read out to accused the charge of bribery against him and he pleaded not guilty in a low voice.

His Worship—Do you make an application for bail?

Accused replied in the affirmative with a nod of the head.

Mr. Bowley—I would ask your Worship to make the bail a substantial one. The charge is a very serious one, your Worship.

His Worship—How much would you say?

Mr. Bowley—I leave that to the Court, your Worship.

His Worship—I cannot form an opinion on that unless you can say that the evidence you have is *prima facie* and that it is strong and incriminating.

Mr. Bowley—Yes, your Worship. I can.

Bail was then fixed at $1,000, and the case remanded until Wednesday next, at 2.15 p.m.

No information could be obtained as to who the complainants in the case were or from what person defendant was alleged to have obtained the money.

ALLEGED MURDER AT HUNGHOM.

CHINESE COOLIE KILLED.

16th inst.

Ip Ma Ti, a foreman coolie, and Yang Ku and Ho Ting, coolies, were charged this morning, before Mr. H. H. J. Gompertz, at the Police Court, with murdering one Lam Shun, at Hunghom, yesterday. The defendants denied the charge. The circumstances under which the alleged murder is said to have been committed have not been related in Court up to the present as the police at Hunghom are engaged in securing witnesses for the prosecution, but it appears that shortly after one o'clock yesterday afternoon the defendants, it is alleged, ordered the coolie to do some work which he either forgot or did not want to do. He was questioned later about the work, and hearing that it was not done there was a row between the parties. The defendants are alleged to have attacked the coolie, using their fists and feet on his body. The man's spleen was ruptured. The police were next called, the unconscious man removed to the station but it is said he expired on the way, and the prisoners arrested. The case was adjourned for a week.

FRACAS AT WEST POINT.

"I'VE GOT NO WORK TO DO."

16th inst.

A coolie from West Point, covered with bandages from head to ankles, appeared as complainant in a case this morning against another coolie charging the latter with assault. The alleged assault occurred in a building under construction, and four men were supposed to have "mauled" the complainant. There are two contractors engaged in erecting certain houses at West Point. One contractor and his gang of coolies are attending to the drainage part of the business, while the other section attends to the building part of the contract. The complainant was engaged as coolie to the drainage contractor. At eight o'clock this morning the complainant could not settle to work on account of the absence of lime, and being a man who is very fond of work, he did not want to waste time, so he got a couple of baskets and went over to the building contractor's side and started filling the receptacles. He was not there long. The building contractor's coolies, who are alleged to have an animus against the drainage men, swooped down on the unfortunate coolie and laid him out with bamboo poles. When the police arrived to remove the unfortunate man to hospital the building coolies had gone. On examining the coolie it was found that his head was split in two places, his thumb was sprained, both of his shins opened, and he had several other wounds too numerous to relate. The coolie was treated at the hospital and the leader of the building gang who started the assault was arrested and placed before Mr. F. A. Hazeland, by Inspector Collett, this morning. The injured man was put in the box to give evidence, after which the accused said they had witnesses to call who would prove that they were innocent of the charge. To allow them to do that his Worship adjourned the case until to-morrow. Bail $25 each.

PROPERTY DEALING.

"A FORCED INSOLVENCY."

16th inst.

The public examination of Chung Shan Koo, insolvent, was held this morning before his Honour Sir Francis Piggott, Chief Justice, presiding in Bankruptcy Jurisdiction. Chung Shan Koo said his business was buying and selling property. He had been in business since he was 18; he was now 30 years of age. He had no money when he commenced business as he was in employment. He commenced buying property about seven years ago. The property was at West Point. He did not keep accounts of his business because he did everything through the Bank. He did not keep a cash-book, and never kept one. He knew what his liabilities were because they were registered at the Land Office. The only books he had were the books for the receipts of money he received, and a book showing the money he paid into the Bank. He had kept a bank-account since 1901. He had no books before 1903, as they had been eaten up by white ants.

Mr. Wakeman: Same old story.

Witness, continuing, said that he had not the books because his clerk had taken them away. He took them to Canton—he was sick.

Mr. Wakeman: So he took your books because he was sick?

Witness: He took them and I had to send for them. I was forced into insolvency.

Mr. Wakeman: Then what made him bring them back?

Witness: I sent for them.

Mr. Wakeman: And when did he come here?

Witness: He came last night.

Mr. Wakeman: here said that he could not go any further with the examination and asked for an adjournment for time to prepare the statement of affairs.

His Honour: How much time do you want?

Witness: Ten days, my Lord.

Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, said he appeared for Mr. Ho Tung, an opposing creditor, and requested that the time be limited to one week.

The man, he said, had had ample time to prepare his statement, but in every way he had disregarded the requirements of the Bankruptcy Ordinance, and had not only not given the Official Receiver the slightest assistance to arrive at a true comprehension of the position of his affairs, but he had also disregarded the order of the Official Receiver to furnish him with a statement of his receipts and expenditure for the last three years, and had made no effort whatever to comply with that order. He would therefore submit that the adjournment be limited to one week at most.

His Honour: Then I will adjourn it until Thursday next, if you have no objection to offer, Mr. Wakeman.

Mr. Wakeman: No objection, my Lord.

The Court adjourned.

A CLAIM THAT FAILED.

16th inst.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Tsoi Man Po, of No. 35 Stanley Street, broker, sued Hung Mah Hoi, of No. 51 Graham Street, of No. 17 Queen's Road Central, and of No. 121 Des Vœux Road Central, broker, for the recovery of the sum of $218, being the balance for commission due from the defendant to the plaintiff. Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. F. X. d'Almada e Castro represented the defendant.

Mr. Gardiner called the plaintiff who said that the amount due originally was $758 on account of which he had received $540 in cash, leaving a balance of $218 due and owing to him by defendant. The latter had sent him a promissory note for the amount, but he had not got it.

His Honour: Where is the promissory note?

Witness: I handed it back to the plaintiff.

His Honour: What did you do that for?

Witness: Well, I had the brokerage notes and I thought they were just as good.

His Honour: Well, they are not; you made a fatal mistake in giving up the promissory note, as that amounts to an admission that you received payment. Now you have nothing to sue upon. Let's hear what the defendant has to say.

Defendant said he did not owe any money to plaintiff. He had owed him $758, but had paid him in cash $540, giving a promissory note for $218, which note he subsequently paid and redeemed, and he had it now. Plaintiff gave it him when he paid the balance.

His Honour: Judgment for defendant with costs.

UNLIKE the European who tendered the conductor of a tramcar a $100 bill for a ten-cent ride and wanted change, an Indian watchman from Quarry Bay refused to pay his fare on Monday and ended by lashing out at the policeman who was taking him to the lock-up. He was eventually landed in a cell. On being placed before Mr. F. A. Hazeland, at the Police Court this morning, the watchman was ordered to pay $5 for not paying his fare and $5 for assaulting a constable. All that for a five-cent ride!

CLAIM FOR WORK DONE.

THE WRONG DEFENDANT.

15th inst.

In Summary Jurisdiction this morning before his Honour Mr. A. G. Wise, Puisne Judge, the Fook On Loong, of No. 22 Lower Lascar Row, contractors, sued Wong Fook Chau, of No. 146 Wellington Street, rent-collector, for recovery of the sum of $48, being balance due by the defendant to the plaintiffs for work done and material supplied.

Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. Otto Kong Sing appearing for defendant. When the case was called on his Honour said that if he had taken the case on Friday, when the parties appeared in person, it would not have taken ten minutes, but, as they disputed it, he "set a date for the hearing, and then first comes Mr. Otto Kong Sing, and says he is instructed to appear for the defendant, and ask for an adjournment, and then you come in and say you have just been instructed to represent the plaintiffs, and I suppose you'll ask for an adjournment also?"

Mr. Dixon: No, my Lord, I can go on.

His Honour: Then I don't know how long it will take.

Mr. Dixon: It should not take long, my Lord, the evidence is short. The work was done by the plaintiff, and at the time the arrangement was made the plaintiff believed that the defendant was the owner of No. 6 Amoy Lane, and subsequently he found he was his agent. He submitted he was entitled to sue the agent.

Lau Yu Tin said he was the managing partner of the Fook On Loong; he knew Wong Fook Chau, the defendant. He had done work for him at No. 6 Amoy Lane. It was concrete-work.

His Honour: What?—was it Sanitary Board work?

Witness: Yes, it was.

Continuing, witness said when he made the contract with the defendant, he did not know who was the owner of No. 6 Amoy Lane. Defendant said he was the agent, and the owner was in Macao. The contract price was at first $26, but other work had to be done, as an inspector from the Sanitary Board called and would not pass the work, and $22 had to be added to the price. He had to put in cement instead of lime-concrete, and so the contract was altered, and the defendant himself added on the $22. Defendant paid $10 on account. He had an entry in his book of the work done, and the money paid out and received on account of it. Witness had done the work, and he had received a certificate from the Sanitary Board inspector that the work had been satisfactorily done. A notice was produced, but that was not the one he received; that one was endorsed by Inspector Carter

His Honour: Where is that notice?

Witness: I handed it to defendant's wife, as defendant was not there.

His Honour: Then you must either produce that notice, or have the inspector here.

Mr. Dixon: I wrote to him yesterday, my Lord, to come here to-day, but I have not heard from him.

His Honour: What is his name?

Mr. Dixon: Inspector Carter, my Lord.

His Honour: Then you must *subpœna* him.

Mr. Otto Kong Sing: Have you any written contract? If not where is it?

Witness: I handed it to the defendant.

Mr. Otto Kong Sing: When was that?

Witness: When the terms were agreed upon.

Mr. Otto Kong Sing: Did he sign it?

Witness: No.

His Honour: Then there was no contract for you to sue upon. Why did you sign it, if the defendant would not?

Witness: Because I contracted to do the work.

Mr. Dixon: I think he means an estimate, my Lord—that is really what he signed.

His Honour: Yes, that's what I thought.

Lo Tack said he was assistant to the last witness, and spoke as to the work done by plaintiff for defendant, and to the part payment made.

Wong Fook Chau, defendant, said that the work was done and he paid Leung Chiu, assistant to the plaintiffs:

Mr. Dixon: Have you paid the amount in full?

Witness: Yes, I have.

Mr. Dixon: Where is Leung Chiu.

His Honour: That's the point—he has run away, probably, and you are suing the wrong man. I don't think it's necessary to run up costs further by *subpœnaing* the inspector, unless you think it necessary, and then I'll give you an adjournment, if you do.

Mr. Dixon: Well, all the inspector could say would be that the work had been done satisfactorily, and I don't think my friend disputes that.

Mr. Otto Kong Sing: No, my Lord, I do not dispute that—the work was done and paid for, as we have proved.

His Honour: Yes; there must be judgment and costs for the defendant.

Mr. Otto Kong Sing: And my costs for previous attendance, my Lord? I think I am entitled to them.

His Honour: Well, I don't think you are.

Mr. Otto Kong Sing. Then I'll waive them, my Lord.

His Honour: Yes, that's the best thing to do.

The Court adjourned.

ALICE MEMORIAL HOSPITAL.

15th inst.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—

R. G. O. passage money fund	$50
Tai Shing Paper Manufacturing Co.	25
S. W. Tso	20
H. Wicking & Co.	20
A Friend	20
Hon. Mr. A. W. Brewin	10
H. G. Calthrop	10
A. G. Gordon	10
"B. L."	10
Lutgens Einsmann & Co.	10
G. C. Moxon	10
A. Rodger	10
A. Shaw	10
Hon. Mr. T. Sercombe Smith	10
Tata & Co.	10
W. H. Wickham	10
Phirozsha B. Petit & Co.	10
C. Abdoola and Co.	10
Bismarck and Co	5
M. H. E. Ellias	5
Erich Georg	5
J. Gregory	5
P. S. J.	5
Jorge and Co	5
C. V. Lloyd	5
McGregor Bros. and Gow	5
H. Ruttonjee	5
G. L. Tomlin	5
Woonwalla and Co.	5
C. A. Camroodin	5
Ellis Kadoorie	5

THE Japanese papers state that the authorities have now definitely decided to increase the minimum salary of police constables from Y9 per month to Y12.

PIRACY IN CHINA.

VIEWS OF A WEST RIVER TRAVELLER.

Whilst the tragedy on the West River steamer *Sainam* stands out in clear outline in the minds of our readers and before its main features become blurred and indistinct or lose their hold on the memory, it may be of advantage to place the dire event in its historical setting, giving to the piratical raid consideration in relation to Chinese social life on the one hand and to foreign intercourse with China on the other.

The first knowledge which the West had of the East on the Kwangtung coast-line and beyond is in part knowledge of pirates, and their evil doings. Portuguese prowess, at a time when the maritime enterprise of Portugal gave her the lead in these seas, was directed to the putting down of piracy. By aiding China to sweep the waterways clear of these pests to civilization Portugal made good her footing in Macao. It should not be forgotten or overlooked that from the first days of foreign settlement in South China, such occupation has been rendered possible by the intervention of Western nation in policing the waterways needed for their traffic with this great Empire of the East.

CHINESE BENEFITS.

Among the chief benefits to China arising out of the British occupation of Hongkong, was the suppression of piracy in the waters of the Colony. The first Chinese records of Hongkong are said to date from the thirteenth century. The island was then a piratical stronghold, and despite the efforts made from time to time, with varying success to destroy or drive out sea-robbers, the story of early decades and centuries is largely one of ineptitude on the part of the Government and of open defiance of law and order on the part of piratical hordes making this island their headquarters. There is evidence that the system of blackmail levied on craft passing through what is now the harbour of Hongkong was complete, and exactions were rigidly enforced. The island was a pirates' island; the higher elevations of the Peak district served as lookout stations and no boat that approached was permitted to leave the island till toll was taken.

HEREDITARY PIRATES.

That piracy which has become hereditary among the worst classes of seafaring people is not easy to check, still less to stamp out, is witnessed by the records of the Supreme Court during the earliest years of British rule. This form of crime threatened to imperil commercial enterprise and to retard the development of the new Colony. It was, indeed, a formidable factor in a situation that seemed beyond the resources of law and order to cope with. That a better time came when life and property under the British flag was made and remains sacred whether ashore or afloat is due to the patient and persistent endeavour to bring the administration of British law in Hongkong into line with the administration of British law throughout the world. In China many things remain as they were in spite of Western impact, the object lessons afforded by Western civilization, and the pressure brought to bear by Western diplomacy. Among the bad things that abide is riverine piracy.

"ROBBERY UNDER ARMS."

The Kwangtung province is a network of navigable rivers and streams. On its waterways is borne merchandise of value to arouse the cupidity and to challenge the daring of desperadoes—akin spirit to those who infested the waterways of Hongkong and Macao.

To have travelled occasionally on the rivers of South China is to have heard stories told by boatmen and native fellow-passengers, of robberies under arms accompanied often by deeds of violence that make the blood run cold. Frequent or regular journeys in passage boats or in house boats hired by the day or month almost invariably bring the non-Chinese traveller into contact sooner or later with robbers. It is safe to affirm that of the many missionaries whose work takes them at stated times into the interior of Kwangtung there are few who cannot tell of adventures with robbers and pirates ending usually in the loss of money and baggage. In the safest times there are always "unsafe" districts and under a weak regime whether of high provincial or local authority few districts can be accounted safe. Conditions on the rivers have their parallel on shore. Robber bands scour the country attacking and raiding the villages. Should resistance be offered it is met by the use of firearms and other weapons. Where villages and hamlets on a wide country side unite for mutual protection they may and often do succeed in keeping robbers at a distance. The alternative is to submit to blackmail collected as the price of immunity from pillage. Wide regions of country are wholly unsafe after darkness has fallen and in these places no wise man will go outside of village during the hours that intervene between sunset and sunrise.

SOME CAUSES OF PIRACY.

In bad years when crops fail the dangers are greatest. Where opium smoking and gambling are rife there is generally high-handed robbery and other crimes of violence. This being an aspect of life in the Southern provinces, tragedies like the *Sainam* disaster will recur as non-Chinese responsible for riverine navigation relax their vigilance. During the past thirty years piracies on the *Spark*, *Namoa*, and *Greyhound* have shown the preparedness of the Chinese sea robbers to take every advantage of unwatchfulness. In each instance the action is the same. Information is obtained of treasure or cargo of special value forming part of the steamer's loading. A plot is laid to secure the booty. Robbers disguised as passengers go on board and mingle freely with the law-abiding. Other members of the gang are told off to receive the spoil at a given point in junks manned for the purpose. At a preconcerted signal the pirates have recourse to arms and seeing that the only resistance to be anticipated is from the foreigners on board obviously the first thing to be done is to render impossible such resistance. Methods of procedure on the *Sainam* bear the closest possible resemblance to those in vogue since the earliest successful attempts to plunder steamships owned, controlled and navigated by non-Chinese

A HINT TO SHIPOWNERS

The inference from what is written above is sufficiently clear. If coasting and riverine steamers are to be run without the risks that have attended navigation on the West River, it can only be by adequate provision on the part of shipowners against river pirates who embark as passengers. The Chinese Provincial Government may promise sufficient protection. It is not in a position to fulfil its promises or to carry out its intentions however good in the direction desired In a reformed China, under a less corrupt administration, when crimes of violence such as now prevail throughout the two Kwang Provinces have become fewer, when the strong, just hand of those who govern is raised to shield the helpless and to punish wickedness and vice, sojourners from the West may rely on viceroys, governors, prefects, and magistrates to grant the strangers within their gates the needed protection in travel. Till then they must look to themselves, and the placing of a sufficient number of armed guards on every river steamer will be the re-introduction of a practice which twenty-five years ago rendered the Canton river boats absolutely safe. Considerations of comfort, speed, and economy should, from the passenger's view-point, give place to considerations of safety, and only the steamers that are guarded, as were the Canton boats in earlier days, be used by non-Chinese as a mean of travel through dangerous waterways.—*Contributed.*

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER CONVICTED.

16th inst.

Further hearing of the case in which Ip Sing the master of a gun shop, of No. 326, Queen's Road Central, was charged with submitting a false return to the Captain Superintendent of Police, relative to the quantity and quality of the guns in his possession, was concluded before Mr. F. A. Hazeland, at the Magistracy, this forenoon.

Detective-sergeant Grant prosecuted on behalf of the Police, and Mr. C. F. Dixon, in the office of Mr. John Hastings, defended.

There were no witnesses to be examined for the defence and Mr. Dixon addressed the Court at some length. He said in part that his client had not the slightest intention of deceiving the police when bogus guns were substituted for good ones. It was only carelessness on their part.

His Worship held that the offence committed by the defendant was a very serious one. It was his opinion that the guns were sold to pirates—presumably those on the West River. The defendant would pay a fine of $810, and the bogus rifles would be forfeited to the police.

KOWLOON DIVERSIONS.

WATCHING FOR THE UMBRELLA THIEVES.

16th inst.

Some fancy umbrellas appear to have taken the fancy of Kowloon thieves. Umbrellas which have been placed in the hat-stand one minute have disappeared the next. Several houses have been visited in this manner and gamps have vanished, but the thieves could never be caught. Special watches have been kept, but probably the thieves knew where danger lay and kept away. Immediately the watcher is gone, away goes another umbrella. There is no difficulty in the way of the umbrella thieves to remove what they want, undetected, from some houses in Kowloon, and even in Hongkong. The main door of a house is left wide open and the hat-stand can be seen from the street. The "boys" of the house are at the back, master at office, and the mistress upstairs and the entire portion of the ground floor is deserted. The umbrella thief knows that, simply by keeping the house he intends to rob under observation for a few days, the chance will arrive when he can remove what he thinks is worth taking On the 9th ultimo, three umbrellas, valued at $15, disappeared from the house of Capt. O. L. Price, R.A., at 1, Humphreys Avenue. The loss was reported to the police, the pawnshops were watched, and yesterday two men were arrested, who are alleged to have been concerned in the theft. On Tuesday last, a coolie walked up to the hat-stand of No. 3, Cameron Terrace, Kowloon, the residence of Captain S. H. Belson, of the steamer *Gregory Apcar*, and came away with four umbrellas, including that of a lady. His action was seen by a rickshaw coolie and soon the "umbrella man" was making the pace. He was, however, arrested. At the Magistracy, this morning, before Mr H. H. Gompertz, Inspector Langley prosecuted the coolies for theft. In the case of Captain Price, the inspector applied for a remand, holding that he expected to recover other property which the coolies had stolen. In the case against the man who robbed Captain Belson his Worship sentenced accused to six weeks' hard labour and six hours' stocks. Kowloonites would do well to keep their eyes on their hat-stand.

BOY THIEVES ARRESTED.

WOMEN VICTIMISED.

15th inst.

At the Police Court this morning, before Mr H. H. J. Gompertz, Inspector Gourlay, of No. 2 Police Station, charged a school boy and a servant boy—both fourteen years old—with stealing a gold ear-pick, valued at $12, from a woman residing at 94, Queen's Road East, on the 13th instant. A jeweller named Chan Fat, of 179, Wellington Street, was also charged with receiving the ear-pick from the boys, well knowing that the thing was stolen. The boys pleaded guilty to the charge, while the jeweller, who was represented by Hr. R. A. Harding, pleaded not guilty to receiving stolen property. Inspector Gourlay said that the woman, from whom the ear-pick was stolen, was the aunt of the school boy. Prompted by the second boy, the first defendant went to his aunt's house, when he heard she was out, and removed the ear-pick. This, it was alleged, they took to the third defendant's—the jeweller—shop and sold.

His Worship ordered that defendants receive twelve strokes with the birch each. As regards the case of the jeweller, Mr. Harding asked for a postponement on the ground that he had only just been instructed His Worship adjourned the case until noon, releasing the jeweller on bail of $2,000.

When the case was called on again Mr. Gompertz, who was engaged in another case, transferred it to Mr. Hazeland's Court, who adjourned it until this afternoon. Mr. Harding, addressing the Court later said that the defendant's shop was one of the largest in the Colony with a capital of $100,000, and that it would be ludicrous to think that they would purchase stolen property. He called evidence to prove his case, after which his Worship discharged the defendant.

A case, which in part was similar to the one related above, came from West Point, and was heard by Mr. F. A. Hazeland, this morning. Inspector Collett charged a seventeen-year-old boy with stealing from a servant maid, of 462, Queen's Road West, a gold earpick, valued at $15, on the 10th instant; two coolies were also charged with aiding and abetting the lad to steal the ear-pick, and Ho Shan, an accountant, in a shop at 39, Queen's Road East, was charged with receiving the stolen pin.

The boy pleaded guilty to the charge of theft; the two coolies denied the charge of prompting him to steal, and the accountant, who was defended by Mr. F G Barlow, of Messrs. Goldring and Barlow, also entered a plea of not guilty. Inspector Collett said that the complainant—a servant girl—was going on an errand on the day in question, and when she entered Des Vœux Road West the first defendant rushed up behind her, grabbed the ear-pick and bolted. He was subsequently joined by the two coolies, who took the pin to a shop and sold same for $13.50. The money they divided between them.

The case was remanded.

HONGKONG MEAT SCANDAL.

DISEASED PIGS AT THE ABATTOIR.

17th inst.

Cattle Inspector J. T. Cotton, of the Kennedy Town Cattle Depot, charged two coolies before Mr. H. H. J. Gompertz, at the Police Court, this morning, with removing a dead pig into the slaughter house for the purpose of dressing it for human food. Inspector Cotton said he was in charge of the Kennedy Town Cattle Depot. At a quarter past four yesterday afternoon he saw the two defendants attempting to smuggle the carcass of a dead pig into the slaughter-house. He stopped the men and on examining the animal he found that it had been dead for about two or three hours. Death was due to heat apoplexy. The flesh was feverish and high in colour. Continuing, the inspector said that this has been the continual practice of coolies, but they were seldom caught as men were employed simply for that purpose, although it cannot be proved. The custom in vogue at the depôt is that pigs to be killed must be confined in the swine depôt for forty-eight hours so that they can be thoroughly examined before being slaughtered. As often occurs, pigs die in the swine depôt before they can be examined, and the coolies make attempts to smuggle their carcases into the slaughter-house and have the animal dressed and served, instead of suffering the loss, which they would have to do under ordinary circumstances.

The defendants said that when they got the pig out of the swine depôt it was alive and well. When the inspector stopped them it died.

His Worship imposed a fine of $5 each.

MALAY STRIKE IN HONGKONG.

YEARNED FOR NATIVE CURRIES.

17th inst.

"Because they were minus a cook, and had to do double work on board, on account of the shortage of men, forty Malay seamen—twenty deck hands and a like number of firemen—the crew of the steamer *Virginia*—declared that until they got what they wanted from the captain not a stroke of work would be done by them. It was not solely because of the absence of their favourite cook, who thought it wise to desert in New York, that they were not served with Malay dainties at table, but it was the opinion of those on board that there was some other grievance behind that. They thought that the crew know that they could obtain beter jobs in Hongkong and higher salaries, and they wanted to be paid off.

Captain John M. Crocker did all he possibly could to effect a reconciliation with the men, but he failed, and then he turned them over to Inspector Langley, of the Water Police. The men appeared before Mr. H. H. J. Gompertz, at the Police Court, this morning, when the grievance of the twenty deck hands was heard.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defendants.

His Worship wanted to know, when the men were placed before him, why they were not taken before the Harbour Master, but Inspector Langley stated that since his Worship had decided, on the 8th instant, to hear the case of the firmen he thought that as the deck hands were from the same vessel it was the proper thing to bring them to the Police Court also.

The charge against the men was disobeying the orders of the captain, and Mr. Grist submitted that the men might have been justiped in disobeying the captain's orders. It might also have been under extenuating circumstances, such as a ship registered to carry a crew of twenty men, while there are only fourteen men on board.

"But the captain says that men deserted at New York," explained the Court.

"Yes," replied Mr. Grist, "I heard of that; but the ship has touched at different ports since she left New York. They were lately at Penang and Pulo Way and surely they could have obtained more men at the latter port."

On consulting the captain, his Worship said that no Malay seamen could be obtained at Pulo Way.

Mr. Grist added that it was very unreasonable to have men working shorthanded for eight months.

"If the men have a grievance let them see the Shipping Master, it has nothing to do with me. It is a case for the Harbour Master," said Mr. Gompertz.

It was then said that the men had already interviewed the Shipping Master and that he had held there was no grievance and sent them back to the ship.

The captain said that he would undertake to get men to fill the places of the deserters.

Mr. Grist: I quite understand the difficulty the captain has in engaging new men, but if he found that he was shorthanded the proper thing for him to do would have been to discharge the Malay crew and engage a fresh crew of other nationalities. The men were justified in not working.

(To the captain): Have you got men to take the deserters' places?

Captain: I have made arrangement with the Shipping Master about that.

His Worship: When can you get the other men?—If the defendants return to duty I will get them at once.

Mr. Grist added that without a cook, and the men doing double work, there was no doubt that they were not anxious for the job, besides there was no security to show that they were not going to continue doing the same for two years.

The question of a postponement was talked of so that Mr. Grist could see the captain and come to some arrangement about putting the men aboard. Mr. Grist contended that under the circumstances the men should be released on bail; but the Court was doubtful about the matter. Mr. Gompertz held that the wages current in the Colony were higher than what defendants were receiving and he thought that might lead them to desert, but the captain knew better. He said that to each man was due the sum of between £14 and £15, and should they desert that money would be forfeited. He thought that would have a hold over the men and had no objection to bail. He would be glad to get the men back for at present he was engaging Chinamen and they had to be paid. The case was then remanded until the 24th inst., bail $5, and Mr. Grist and the captain was to make arrangement about getting the men on board.

The case of the twenty firemen was then heard. One man who was deputed spokesman said that the reason they refused duty was because they could not get proper food on board The cook deserted six months ago and they wanted to go too. Again, Mr. Gompertz tried to get the men to return to the ship, but they refused, saying that they preferred to have the captain pay Chinese—as the captain was doing now—out of the wages due them than return on board.

The case was adjourned for one week. Bail $5 each.

INSPECTOR Dymond, formerly in charge of Mount Gough Police Station, the Peak, has been transferred to Aberdeen Station, whilst Inspector MacHardy, late of Aberdeen, is now in charge of the Station on the Peak.

THE HARBOUR NUISANCE.

The action of the Hon. Captain Barnes-Lawrence, R.N., in severely reprimanding the masters of several launches for the intolerable nuisance caused by the excessive and unnecessary use of their steam whistles will be universally endorsed. From early morn till dewy eve the harbour resounds with the ear-racking, nerve-destroying fulminations of vagabond launches. Even in the dead of night, when one might be inclined to think that the crabs of the bay could proceed without a continual variation of clamant discordancy, the hooting and shrieking of the whistles continue unabated. The masters of the steam launches seem to take a fiendish delight in piercing the stillness, and they have cultivated the art so assiduously that they can run up the whole gamut of discord without a single repetition. During the busy period of the day, the whistling is partly drowned by the hum of the city, but afterwards it is painfully patent. We all had the idea that there was some illegality in the perpetual clamour created by the launches, but we suffered in silence, although there must have been many an uncanonical sound stifled in private. Were it necessary that the launches should be continually emitting these raucous noises we might possibly endure them, but when we know that they are needless and unlawful the pain is all the more intense. Fortunately, the Harbour authorities have taken the matter in hand, and inaugurated a campaign against the disturbers of the peace. The masters of three launches were charged before the Harbour Master yesterday with "unlawfully using the steam whistles" of their launches. One of the defendants, it was stated, gave a couple of blasts when one only was necessary; another repeated his so-called signals out of pure joyousness of spirit; while the third man blew "long blasts" without rhyme or reason. Anyone who has stood on Blake Pier in the evening must have been struck by the happy heedlessness with which the masters of launches give vent to their feelings, through the medium of the steam whistles. They curse and swear at each other in the most atrocious fashion, and if there is no other launch or sampan in sight they deride the horizon. That sort of thing should be put down with a firm hand. The three men who came before the Harbour-master yesterday may consider themselves lucky in getting off so cheaply as they did. Captain Barnes' lawience will have the support of the community should he deal sternly with those who contravene the law by making night and day hideous with their steam whistles. It is to be hoped, however, that the owners and masters of steam launches will be informed of the Harbour-master's remarks, and abide in future by the letter of the law.

A HONGKONG "SCANDAL."

Once again Hongkong has risen nobly to the occasion. Afraid that the attention of the world would be diverted from the doings of the premier port of the world by the attractions of the Chicago meat-packing scandals, Hongkong has produced a meat episode of its very own. Better to be reviled than unnoticed is the motto of Hongkong, and accordingly our thoughts are now directed to pigs. Not the succulent variety or the fine, fat, fleshy pigs of the mainland, but the pigs which have refused to live in Hongkong. The question of pigs comes naturally to the mind in the Far East, for was it not in China that the beauties of "crackling" were first discovered? Consequently we leave to Chicago the honour of converting calves into pigeon pie while we seek to recall the wavering allegiance of the world to the fact that the pig question is all important in this outpost of the Empire. The "scandal" is truly serious, and were it not that people in Hongkong are of a phlegmatic cast of mind and afraid of the bogey of sensationalism it is quite possible that the question of serving up dead pig as prime pork would shake the Government to its base. The local authorities have built a very fine abattoir for the reception and slaughter of the Chinese delicacy, but they demand that the pig shall arrive in the full possession of its faculties, in order that it may have all the advantages of modern science when about to shuffle off this mortal coil. But pigs are ever obstinate, and it occasionally happens that despite the best efforts of the owner, a pig will die a natural death, without the benefit of clergy, so to speak. In that event, the pig is regarded as an outcast, an unconsecrated heathen, unfit to grace the festive board of arisocratic Hongkong. Unfortunately, this depravity on the part of the pig means financial loss to the Chinese owner and a plan has been evolved whereby the pig shall be compelled to do its duty. The sanitary authorities, as usual, have laid down hard and fast rules on the subject of pigs; they declare that pigs which are to adorn the sideboards of our gentry must have spent 48 hours in the abattoir prior to the happy despatch, grumping up the sundry crusts and jetsam flung to it by the ever-anxious owner. Then having proved itself worthy, the pig may be sent on a far journey after being stamped and ticketted with the official marks of grace. But when a pig refuses to live in sight of the abattoir the owner induces some friends to introduce the dead pig into the refuge so that its attempt to evade the stamp-duty may be thwarted. That is against the law but the scheme is occasionally successful. Yesterday, however, a couple of coolies were detected at the game—probably the healthy, dutiful and straightforward grunters objected to the presence of an imposter. The coolies, who are little better than body-snatchers, were taken before the Magistrate and charged. Their defence was most conclusive of the malignity of pigs in general and this pig in particular. It did not realise that it was a pig in clover when it came to the abattoir and the sight of the Inspector shocked it. Indeed, it was shocked to death, or as the coolies put it—"When the Inspector approached the pig died." This was in utter and disgusting disregard of all the rules and regulations. The Magistrate was lenient—too lenient some may think, but perhaps Mr. Gompertz does not eat pork, or again he may have had an eye on the sensational aspect of the case. Because the pig wilfully and notoriously contravened the law, the coolies were fined $5 each. The Pig Inspector bravely endeavoured to show that the practice of dumping dead pigs was a common one, so here we have all the elements of a first-class, gold-mounted, silk-lined, triple-expansion world-upheaval. What becomes of the dead pigs? Are they converted into potted quail or stuffed snipe; or do they reappear as baby's food, nerve revivers, fat reducers or Kennedy Town kippers? That is the question of the day. Chicago may well look to its laurels, for Hongkong refuses to stand in the background. If there is to be a "scandal" then Hongkong must be heard on the subject.

"BUT she is not the defendant in this case," remarked his Honour Mr. A. G. Wise, Puisne Judge, in the Summary Court on Friday, when the solicitor for the defendant in a case of Jan A Sham *versus* A. Ogilvie, handed his Honour a doctor's certificate of the wife's illness, "so what on earth do we want with this certificate?" "She is not the defendant, it is true, my Lord, but she is a very material witness, and as she cannot appear we ask for an adjournment." "Allowed for one week."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE HUNGHUTZES AGAIN.

ENCOUNTER WITH JAPANESE.

A STUBBORN FIGHT.

[*From Our Own Correspondent.*]

Shanghai, 11th August, 12.15 p.m.

On the 8th inst. mounted bandits [Hunghutzes] again attacked Pitsewo.

The Japanese police made a counter-attack on the raiders, whereupon a stubborn fight ensued.

Ultimately the bandits were repulsed leaving five dead, besides a large quantity of rifles and ammunition which they had to abandon in making good their retreat.

ANOTHER PIRATICAL ATTACK.

BRITISH LAUNCH HELD-UP

CREW KILLED AND WOUNDED.

[*From Our Own Correspondent.*]

Wuchow, 11th August, 11.50 a.m.

The British steam-launch *Wing Fat* was pirated close to Wuchow last night.

An encounter took place between the pirates and the crew of the *Wing Fat*.

The casualties are: one man killed and three others wounded.

After holding up the launch the pirates ransacked it at pleasure, and succeeded in carrying off booty to the value of five hundred taels besides one chest of opium.

[From the text of the despatch it could not be gathered whether the casualties were among the marauders or the crew, presumably they were among the latter.—Ed., *H.K.T.*]

TOGO'S FLAGSHIP.

SUSTAINED SLIGHT DAMAGES.

EXPECTED TO BE SOON READY FOR THE NEXT FRAY.

[*From Our Own Correspondent.*]

Shanghai, 13th August, 12.10 p.m.

It has now been ascertained that the damage which has been sustained by Admiral Togo's flagship *Mikasa* is comparatively slight.

That she will be brought up to her former fighting strength is regarded as certain.

THE YUEH-HAN RAILWAY.

HONGKONG SHAREHOLDERS' SUSPICION.

INSTRUCTIONS FROM THE PEKING SHANGPU.

Peking, 11th August, 11 p.m.

To Chang Kang Yu, Esq.,
Chairman, Hongkong Shareholders' Association.

We, the Shangpu [Board of Commerce], have received your telegram which states that the statement of receipts and disbursements of the Yuehhan Company's monies has not been duly published, and shareholders are consequently in a state of apprehension and suspicion, and you urge that the subscriptions should be deposited with a reliable Bank.

The contents of your despatch have been duly noted.

We have already telegraphed to the Viceroy of the Two Kwang and Taotai Tseng instructing them to deposit all the shareholders' money into reliable Banks, and also to have accounts of all receipts and disbursements reported to this Board, so as to regain the confidence of the shareholders in the Company.

[We are enabled to publish the above telegram by courtesy of the editor of the *Chung Kwok Po—The China*.—Ed., *H.K.T.*]

MANCHURIAN RAILWAYS.

OPERATING COMPANY'S PROPOSALS.

ACCEPTED BY THE JAPANESE GOVERNMENT.

[*From Our Own Correspondent.*]

Shanghai, 15th August, 12.35 p.m.

The Committee appointed by the Japanese Government to deal with questions affecting the Manchurian railways have agreed to the regulations proposed to be put in force by the operating company.

MALAYAN EXHIBITION.

WONDERFUL SHOW AT SINGAPORE.

H. E. SIR JOHN ANDERSON WAXES ENTHUSIASTIC.

[*From Our Own Correspondent.*]

Singapore, 16th August, 12.35 p.m.

The Malayan Agricultural Show was formally opened to-day by His Excellency Sir John Anderson, in presence of an immense gathering representative of all classes in the Straits Settlements and the Federated Malay States.

There was an amazing display of native arts and crafts.

The exhibition of agricultural products and samples of fruit grown in Malaya was abundant and exceedingly choice.

Rubber tappings, which showed the great strides made in the cultivation of this product, were a plentiful show.

A great number of residents came from the Federated Malay States to view the exhibition, and all were loud in its praise.

Few had any conception that Malaya produced such a variety of agricultural articles.

The animals which had been entered were of high class and breeding.

The Governor, in his opening speech, declared that the show would become an annual institution, by which it was intended to foster agriculture and encourage the cultivation of the soil, thereby bringing permanent prosperity to the land and increasing the riches of the population.

The show will be open for three days.

NEW STEAMSHIP SERVICE.

BETWEEN MANCHURIA AND HONGKONG

JAPANESE PROJECT WITH TEN MILLION YEN CAPITAL

[*From Our Own Correspondent.*]

Shanghai, 16th August, 2.10 p.m.

The Japanese authorities in charge of the railway administration in Manchuria intend to inaugurate a steamship service in connection with the railway.

The vessels, it is reported, will carry cargoes of Fushun coal from Tairen (Dalny) to Hongkong and Shanghai.

For the return journey they will endeavour to secure cargoes of the articles which are specially required in Manchuria.

The service will start operations with a capital of ten million yen.

SHIPPING COMBINE.

TRADE ON THE YANGTSE.

JAPANESE FIRMS IN CO-OPERATION.

[*From Our Own Correspondent.*]

Shanghai, 17th August, 12.55 p.m.

Negotiations have been concluded between the Nippon Yusen Kaisha, the Osaka Shosen Kaisha and the Daishito Hunan Kaisha with regard to the Yangtse trade.

It has been decided that the three lines in question shall combine to carry on the trade in Japanese bottoms on common account.

ANOTHER LAUNCH PIRATED.

TWENTY PASSENGERS WOUNDED.

PIRATES SECURE VALUABLE BOOTY.

[*From Our Own Correspondent and by Arrangement with the* CANTON DAILY NEWS.]

Canton, 17th August, 6.20 p.m.

The steamer *Kaiping* was attacked by a gang of pirates on Wednesday, 15th inst.

Thirty passengers, who had embarked on the vessel, suddenly revealed their true character, when the *Kaiping* was opposite Kaichuhou.

Several of those on board attempted to overpower the pirates, with the result that a sharp fight took place.

Twenty of the passengers and crew were wounded in the melée.

The piratical gang ransacked the *Kaiping* and, when they had collected their booty, it was passed into two small boats which were in waiting.

It is rumoured that the pirates succeeded in carrying off money and goods to the value of 6,000 taels.

"KAIPING" LOOTED.

THREE PASSENGERS KIDNAPPED.

SHARP FIGHTING ON BOARD.

[*From Our Own Correspondent, by Letter.*]

Canton, 17th August.

The steam launch *Kaiping* left Canton at 3 p.m., on the 15th inst., on her usual voyage to Siu Lam.

When she arrived in the vicinity of Ang Ko Chui, near Yung Ki, a gang of pirates numbering ten or twelve, boarded the launch.

The passengers showed fight, but the pirates being well armed and desperate beat down all opposition.

Three of the passengers were kidnapped, and, so far as I can learn at present, two were wounded.

The pirates made a thorough search of the *Kaiping* for money and valuables which they carried away.

When the pirates had disappeared, a report of the occurrence was made to the Commissioner of Customs. The *Kaiping* was stopped running on her usual journeys next day.

FURTHER PARTICULARS.

AN UNOFFICIAL STATEMENT.

The *Kaiping*, says our contemporary in Canton to-day, is a passenger boat running between Canton and Heungshan. Her Canton agents are Patell & Co. The *Kaiping* left Canton about 9 o'clock on the 15th on her usual trip with about 100 passengers on board. She also picked up more passengers en route. Just before dark, the pirates about 20 in number, some of whom had come on board at Canton and the remainder at Lim Fa, near Siu Lam, suddenly started the attack. Some went to the engine room and others to the upper deck. In the melée that ensued a fireman was shot through the chest and the Chinese chief officer through both legs. The two men are now at the medical hospital in Canton where the chief officer has had to have a leg amputated and the fireman is not expected to live. The pirates seized about 4,000 dollars in hard cash and also kidnapped 3 young men, rich men's sons, from whom no doubt they will expect a heavy ransom. They then ran the launch on to a sandbank and decamped. Some time later a Chinese gunboat that was passing towed her back into the channel and she continued her journey.

RUSSO-CHINESE FRONTIERS.

BRITISH AND AMERICAN ADVICE.

SUGGESTED ESTABLISHMENT OF CUSTOMS STATIONS.

[*From Our Own Correspondent.*]

Shanghai, 18th August, 2 p.m.

The diplomatic representatives of Great Britain and the United States in Peking have sent communications to the Waiwupu advising the Chinese Government to establish Customs stations on the Russo-Chinese frontiers.

HONGKONG AND SHANGHAI BANKING CORPORATION.

ANNUAL MEETING.

The eighty-second ordinary half-yearly general meeting of shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall at noon to-day. Mr. Armin Haupt, chairman of directors, presided; and there were present: Messrs. G. H. Medhurst, E. Goetz, Hon. Mr. W. J. Gresson, Messrs. C. R. Lenzmann, D. M. Nissim, A. J. Raymond, N. A. Siebs, H. A. W. Slade and H. E. Tomkins (directors); Mr. H. E. R. Hunter (acting chief manager), Messrs. E. C. Ray, H. N. Mody, A. Hancock, E. Georg, C. W. May, I. C. Peter, R. R. Hynd, D. Forbes, A. F. Carrack, C. J. Gonsalves, K. D. Gazdar, Lo Cheung Shiu, Ho Kom Tong, Cheung Pui Kai, A. Scott, F. G. Schroter, A. G. Wood, J. J. Leiria, G. L. Tomlin, W. H. Ray, W. H. Potts, E. J. Barrett, S. Hancock, W. H. T. Davies, Hon. Mr. E. A. Hewett, Messrs. Murray Stewart, H. Percy Smith, W. H. Wickham, B. Layton, Donald Forbes, J. A. Jupp, and O. Von der Heyde.

THE CHAIRMAN'S ADDRESS.

The Acting Chief Manager read the notice convening the meeting, and the Chairman having read the report said:—Gentlemen,—It is my pleasing duty to address you on a Report which I think you will all agree is a most satisfactory one, and I hope you will approve of our recommendation to distribute the profits in paying a Dividend of £1.15/- per share, placing $750,000 to Silver Reserve Fund, and carrying forward the balance of $1,712,472.37.

Comparing the Balance Sheet with that of the 31st December last we find that, as usual in the June half-year, our Notes in Circulation are less. There is a reduction of $47 lacs. Gold and Silver current accounts show comparatively little change. Fixed Deposits in Gold show a small increase; those in Silver are lower by $38 lacs. These reductions are reflected on the other side of the account. Our Cash at $411 lacs is $62 lacs less, but, as security for an excess Note Circulation of $48 lacs, we have in addition $85 lacs of coin deposited with the Hongkong Government.

Bills Payable show a reduction of $59½ lacs due to the fact that we had no Call Loans outstanding. It suited us to take advantage of a favourable discount market. In this connection you will observe that *Bills of Exchange rediscounted*, outstanding on 30th June, amounted to £5,150,877 8. 10. This is an increase of £744,008. 11. 2 compared with 31st December. With the increase in these figures we see a reduction of $129 lacs in Bills Receivable. Against $62 lacs of Bullion in Hand and in Transit on 31st December we now show only $9 lacs. During the six months under review China has required to import little or no Silver. Bills Discounted, Loans and Credits have increased $28 lacs. In Indian Government Rupee paper, Consols and other securities stand at $9,624,716.87 as against $11,344,370.38 in the previous balance sheet. Bank Premises Account has increased from $1,107,110.54 to $1,379,393.36. As you are all aware our building here in Hongkong is no longer large enough for our requirements. In the meantime we are making structural alterations to give us immediate relief and, to provide for the future, your Directors deemed it advisable to acquire the block immediately to the West of our present building and to the North of the premises of the Chartered Bank. We have also acquired a suitable site for an office of our own in Sourabaya. The building is in course of erection.

We now come to the Sterling Reserve Fund which, as you know, is invested in Consols and other first class securities. It is our duty to keep these securities up to what we consider a safe realizable value of £1,000,000 sterling and we are therefore sure you will approve of our having augmented them by the purchase of £28,000 2½% Consols out of current profits. At market prices on 30th June these securities were worth £1,065,045, equivalent to $10,023,952.94 at current rate of exchange.

As regards the Silver Reserve Fund, if you approve of the proposed addition, it will stand at $10,250,000 or $2½ lacs more than our Capital.

Gentlemen, the handsome dividends distributed for many years, increased only when your Directors and the management were convinced that the earning power of the Bank warranted it, (the last instance of this being one year ago), bear solid testimony to the wisdom of building up our reserves. (Applause.) It is this policy, steadily pursued, which has enabled us to prosper continuously in the face of keen and increasing competition, and I feel confident it has your approval. (Applause.)

Before passing on from the accounts I should like to take the opportunity of reminding you that fluctuations in balances are apt to be misleading. Our silver figures include equivalents at current rates of large amounts in protected and fixed currencies, in addition to Gold Current Accounts and Fixed Deposits which alone amount to nearly £10,000,000 sterling; therefore our totals in silver must go up or down according as exchange fluctuates and quite independently of other causes. The true guide to our progress or otherwise is our turnover and profits. You will be glad to hear that the former continues to grow and despite duller trade during the six months under review we are able to record a large increase of business. The resulting profits speak for themselves.

When we met you six months ago there was general confidence that on the opening of the Northern ports in the spring we should see an improved demand for foreign manufactures. This however has not been the case and, as a consequence, stocks in the North have accumulated. Owing to a shortage in the rice crop in the two Kwang provinces and the diminished Canton silk crop we are also passing through dull times in the South. The reckless minting of Copper Cash and Silver Subsidiary Coins by the Provincial Governments in China is also responsible in no small degree for the present depression; the natural result being a serious curtailment in the purchasing power of these coins. It is satisfactory however to note that the Central Government is now alive to the danger involved, so far as the minting of Copper Cash is concerned, and that steps have been taken to restrict the output. Better crops may temporarily reduce the discount on silver subsidiary coins in the South, but the only cure is the proper regulation and control of the Canton Mint. Notwithstanding these adverse circumstances I am glad to be in a position to state that during the past six weeks an improvement in trade has been apparent and, although business continues dull at the moment, still, we may reasonably hope for a revival after the full and unhampered opening of Manchuria to foreign commerce. This has been officially notified to take effect from 1st September next.

We have to deplore the serious earthquake at San Francisco which called forth the sympathy of the whole world. Our sympathy is now coupled with admiration for the high-spirited manner in which the calamity has been met and for the splendid determination since displayed in restoring this great centre of Pacific trade. Although naturally put to inconvenience, I am glad to say we suffered no loss and our business has been carried on without interruption, thanks to the energy of our agent. (Applause.)

It was with great regret we heard of the death of Mr. H. M. Bevis in May. During his long service of 31 years, latterly in Shanghai, Mr. Bevis was deservedly popular both in and out of the Bank. By his death we lose a loyal servant, an able and most successful manager.

Our Chief Manager Mr. J. P. M. Smith left for Europe on furlough on the 30th May; we expect him back early next year. During his four years' management Mr. Smith has enabled us to place before you a succession of splendid Reports. (Applause.) Increased returns to Shareholders and the strong position our Bank is in to-day, testify more eloquently than I can to his unsparing devotion to our interest, and your Directors are glad of this opportunity to record their high appreciation of his services and also those of the Managers, Agents and Staff generally, without whose efficient co-operation these results could not have been achieved. (Applause.)

Mr. Hunter, recently our manager in Shanghai, who is well known to you all, and in whom your Directors have every confidence, has been appointed Acting Chief Manager during Mr. Smith's absence. (Applause.)

Before moving the adoption of the Report and Accounts I shall be pleased to answer any questions.

There being no questions I beg to propose the adoption of the report and accounts as presented.

HON. MR. E. A. HEWETT SECONDS.

The Hon. Mr. E. A. Hewett, in seconding the adoption of the report and accounts, remarked that after the very lucid explanation which had been given by the Chairman little remained to be said. In view of the manner in which the meeting had received the statement with regard to the building up of the reserve fund it was quite unnecessary for him to say that he felt the very sound policy adopted by the Bank for many years past would meet with the entire approval of the shareholders—(applause). With regard to the matter of property the Bank had followed a very sound principle and it was a further illustration, if one were required, of the increasing needs of the Bank owing to the increasing business. It was to be trusted that the Chinese Government would give attention to the coinage question. Many representations had been made to that Government of late years on that subject both by the diplomatic and commercial bodies in China; it was to be hoped that these representations would take effect very shortly. The existing system constituted a serious danger to the Empire and all those connected with the prosperity of the country. He was sure they would all endorse the remarks of the Chairman as to their regret at the death of Mr. Bevis who had been for so long connected with the Bank and had rendered faithful service to it. He had been associated with the Bank for a very long period and to many of them he was a warm personal friend. The only other point to which he wished to refer was that regarding the Chief Manager Mr. Smith. It was very satisfactory to find that the Chief Manager had been able to produce so satisfactory reports, and that the business enabled him to give increasingly satisfactory reports (applause). He begged to second the adoption of the report and accounts.

The report and accounts were unanimously adopted.

Mr. Stewart said he had pleasure in proposing the confirmation of the appointments of Mr. H. E. Tomkins and the Hon. Mr. W. J. Gresson as directors.

Mr. Davis seconded, and the motion was unanimously carried.

The Chairman: That is all the business of the meeting. Dividend warrants will be ready on Monday.

Mr. E. C. Ray: I am sure you will all join with me in passing a hearty vote of thanks to the Directors, the Chief Manager, and the staff generally for the very full account they have rendered to us to-day (applause).

The Chairman: On behalf of the Directors and the members of the staff I thank you for your kind words (applause).

The proceedings then ended.

THE YUET-HAN RAILWAY.

AN ORDERLY MEETING OF SHAREHOLDERS.

[*From Our Own Correspondent.*]

Canton, 16th August.

A number of shareholders of the Yuet-Han Railway Company held a meeting on the 13th inst., at the Szeyup Club, for the purpose of discussing the best means of electing the committee of the Company. The meeting was quite orderly and regular.

Now that the initial operations in connection with the construction of the Yuet-Han Railway are well on the way it has been found necessary to purchase ground from the landowners along the proposed route. All the necessary arrangements have been left in the hands of the assistant manager, Mr. Chau Lun Chut.

PROPOSED BANK FOR SUNNING.

Mr. Ng Kwan Seung, of Sunning, has decided to establish a commercial banking institution at Sunning for the purpose of helping commerce. He has been successful in raising the required capital—$500,000—and will make all necessary arrangements for the opening of the bank.

CRIMINAL SESSIONS.

HIGHWAY ROBBERY.

The August Criminal Sessions were held this morning at the Supreme Court, his Honour Sir Francis Piggott, Chief Justice, presiding, when Pung Kang, an unemployed coolie, was charged with robbery on the road between Stanley and Shaukiwan. Hon. Sir Henry Berkeley, K.C., Attorney-General, instructed by Mr. G. H. Morrell, of Messrs. Dennys and Bowley, Crown Solicitors, prosecuted, prisoner being undefended.

The following jurymen were impanelled: Messrs. Thomas Skinner (foreman), Ezekiel Abraham, George Duncan, T. C. Dowling, T. G. Turnbull, S. A. Seth, and J. H. Seth.

The Hon. the Attorney-General said that the accused was charged with committing highway robbery.

It was alleged that the prisoner, with two others, stole from their victim one umbrella, four articles of clothing, and $2.60 in cash. The victim with a friend were going along the road from Stanley to Shaukiwan, on Sunday, the 29th ulto., when three men rushed out from behind some trees and sprang upon them and told them to throw up their hands. The men were unarmed. They went through the complainant's pockets, but finding nothing of any value, they made them take off all their clothing, one of the men giving them a piece of old sacking to wrap round their loins. In the pocket of the second man was $2.60. After robbing them of everything they had the robbers made off in the direction of the hills, and disappeared. A few days after the first complainant met one of the men on the road; he identified him as one of the robbers, and furthermore at the time he was carrying complainant's umbrella. Complainant then called a constable and had the man arrested. The others had not been found. Evidence was then adduced in corroboration of the above statement.

The evidence having been heard, his Honour very briefly summed up, pointing out that the case was a very clear one, and the jury, without retiring, returned a unanimous verdict of guilty against the prisoner, who was then sentenced to three years' imprisonment, with hard labour.

The Criminal Sessions Court then adjourned until Monday next, at 10.30 a.m.

THE NEW K. C.

COURT CONGRATULATIONS.

When his Honour the Chief Justice, Sir Francis Piggott, took his seat in the Criminal Sessions Court this morning, before proceeding with the business before the Court, addressing the Hon. Sir Henry Berkeley, K.C., Attorney-General, he said that this was the first occasion on which the Court had met since His Majesty had been graciously pleased to confer on the Hon. the Attorney-General the dignity of the appointment of King's Counsel. It was, perhaps, somewhat "gilding the rose," said his Honour, but it was an honour which was well bestowed. It had been the custom here that the Attorney-General need not necessarily hold the title of King's Counsel, and therefore the honour was the greater, and his Honour wished to congratulate the Hon. the Attorney-General on the dignity conferred upon him by His Majesty.

The Hon. Sir Henry Berkeley, K.C., thanked his Honour for his kind words, and the business of the Court proceeded.

FORECLOSURE OF MORTGAGE.

JUDGMENT FOR COSTS.

17th inst.

His Honour Sir Francis Piggott, Chief Justice, yesterday morning, in Original Jurisdiction, gave judgment in the case of The Land Investment Co., Ld., *versus* seven mortgagors, the fact of which case were reported in our issue of Tuesday last. His Honour said:—In this case an important question of practice arose which he had taken time to consider, in connection with the duties in a foreclosure action of the assignee of the equity of redemption, under circumstances which differentiate this case from any hitherto decided. Judgment had been entered against the defendants as mortgagors, and judgment had also been given against the defendants' assignees of the equity of redemption, and the question was what was the proper order to make with regard to costs. His Honour then briefly reviewed the facts of the case, and said that the assignees informed the plaintiffs that they claimed no interest in the property and were willing to do what was necessary to perfect the plaintiff's title, but owing to some of the assignees being in different parts of China neither an assignment nor a cognovit could be signed by all the parties. It was, however, understood all through that they were willing to consent to judgment, provided they were not called upon to pay costs. But the plaintiffs insisted on proceeding to trial of the action for foreclosure. The question in all these cases was whether the defendants had done all that was necessary, or all that was possible, to let the plaintiffs know that they claimed no interest, and so render subsequent

proceedings against them unnecessary. It follows from this that if, through his own default, or neglect, he has not done this such defendant will not be entitled to either form of relief in this matter of costs; and his attitude may have been such as to justify an order being made against him. He did not find any case which laid down that the filing of a disclaimer was necessary; on the contrary, the consent of authority seemed to be in favour of a proper offer being sufficient. He was of opinion that the defendants, for whom r. Slade appeared, or, more strictly, the solicitor on their behalf, did all that it was possible for them to do. Unfortunately for them, as his Honour had said, the assignment which had been agreed to could not be executed, and therefore they did not do all that was necessary. The question, therefore, which he had to determine was whether that was sufficient to justify an order for the whole costs of the action being given against them. It certainly could not be given against Chan Cheung Chi alone. As he understood the cases, the right of the defendants would be, having done all that was necessary, to be dismissed with costs against the plaintiffs from the time they gave the necessary information as to what their line of conduct was going to be,—that is to say, they are properly made parties to the suit in the first instance, then comes a time when they are no longer proper parties, and the fault is the plaintiffs' if they are kept on record. But if for any reason, what they do falls short of what is necessary, though they still do all they can, then their right is diminished to this extent, that they are dismissed without costs. The question obviously depended on whether it was necessary for the plaintiffs to continue them as defendants. But in order that this right may vanish altogether, and they themselves be mulcted in costs they must have so acted as to have rendered themselves unworthy of relief; for the action must have been brought and continued to judgment against the mortgagors and there must be some reason why the assignees of the equity of redemption should bear the burden of the whole costs of the action, even though they are inevitable parties to it. In this case the assignment could not be executed, and therefore they were of necessity kept as defendants, in order that the judgment should include them, as there was no other way of perfecting the plaintiffs' title. But they made no adverse claim, and did not deliberately obstruct; their misfortune had been that under the circumstances it was necessary to keep them on the records as defendants till judgment. They, therefore, could not be dismissed in either of the forms mentioned, *i.e.*, with their costs paid by plaintiff, or without costs. The proper order under the circumstances therefore, is that judgment should be entered against the six defendants, but that they pay their own costs; and to the plaintiffs such costs only as were incurred by their being made defendants. The plaintiffs' attitude in practically forcing the defendants into Court to contest the question of costs was wrong, as their offer made by the defendants certainly afforded a reasonable basis of settlement. The plaintiffs therefore must pay the costs of the defendants' appearance at the trial. As to the plaintiffs' attitude on this point His Honour said that he greatly sympathised with it. It was obviously based on what is the common, almost the inevitable, course adopted in this Colony, of endeavouring to get judgment and costs paid by defendants who are within the Colony, owing to the uncertain state of the practice of enforcing judgments of this Court in China. It was deplorable that there should be any uncertainty about such a matter, but his Honour could not alter the principle in any given case on that account.

THE HONGKONG BREWERY CO., LTD.

TO BE WOUND UP.

16th inst.

Mr. F. Paget Hett, of Messrs. Brutton and Hett, appeared before his Honour Sir Francis Piggott, Chief Justice, sitting in Summary Jurisdiction this morning, and applied on behalf of the Hongkong Brewery Company, Ltd., for leave for that company to wind up its affairs and go into liquidation. His Honour said this matter would be taken in Chambers to save expense. The petition was subsequently heard in Chambers when his Honour made the order for winding up, there being no opposition, and on the application of Mr. F. Paget Hett, Mr. A. R. Lowe, of Messrs. Bingham and Lowe, was appointed liquidator.

SWEET REVENGE.

WELL-TO-DO CHINESE.

14th inst.

At the Magistracy, yesterday, three Chinamen, who are alleged to be well-do-do, were charged on demand before Mr. H. H. J. Gompertz, with committing an offence contrary to the Opium Ordinance. They were defended by Mr. C. E. Dixon, of Mr. John Hastings' office. After evidence was heard, his Worship discharged the first two men and sentenced the third to three months' hard labour and six hours' stocks.

The story told by the third defendant just before sentence was passed, tallies with the story told by the police. Some months ago a certain Chinaman, through the medium of a Chinese dinner, became acquainted with a Chinese lady, residing at No. 405, Queen's Road West. He became infatuated with the girl and visited her very often. His conduct became known to his wife who went to the girl's house and raised a storm. During the man's acquaintanceship with the girl he had really spent a few hundred dollars in presents to her. On his next visit to the girl—directly after his wife had interviewed her—he got the cold shoulder. This annoyed the merchant who planned revenge. He called on the following day, told the girl that he was hard-up and asked her for the loan of her jewels to pawn. He was badly in need of money and would redeem the jewels for her at a later date. The girl handed over her trinkets, but she never saw them nor the merchant for months. One day she went to his house and asked for her property. The merchant would not return them and there was a quarrel. The woman left and the merchant planned to get the girl into trouble. It was then that the three defendants joined in the matter. The merchant engaged the defendant to plant opium in the girl's cubicle and so have her imprisoned. The third defendant was alleged to have been the one to leave the opium in the girl's house and made the report. The thing looked suspicious to the police when they searched the house and found the drug hidden under a mattress so that they arrested the three defendants. The leader of the plot, who was the cause of the whole affair, succeeded in absconding to Macao before he could be arrested.

A JAPANESE named Taka Hoshi, of 133, Queen's Road East, was placed before Mr. H. H. J. Gompertz, at the Police Court, this morning, by Policeman Downie, for being drunk and disorderly near Ship Street, last evening. The defended pleaded guilty and was fined $5.

SENSATIONAL MURDERS AT DEEP BAY.

OCCUPANTS OF FISHING JUNK KILLED.

ALLEGED MURDERERS AT MACAO.

17th inst.

A highly sensational murder is alleged to have been committed by a mutinous crew of a fishing junk, in the waters of the Colony, on the night of the 2nd inst., when the master of the junk, his wife and their son were done to death.

The junk on which the tragedy occurred is a deep sea fishing boat and carries a crew of ten persons, which comprised the master and owner of the junk, his wife, his son, daughter and nephew, and a crew of five men. It is reported that some time back one of the members of the crew suggested to the owner of the junk that he would like to make his daughter his wife. The master objected to the alliance and there the matter was supposed to have ended. The master forgot about the matter afterwards and there was nothing to show that the rejected suitor had any ill-feeling. That there was an ill-feeling, nevertheless, is alleged, and that the alleged lover incited the remainder of the crew to fall in with his plans is also suggested, for at nine o'clock on the night of the 2nd August the crew broke out in mutiny. Fortunately there were no arms on board, or if there were any, the mutineers had no means of securing them. The crew, it is alleged, swooped down on the master and his family, who were asleep, and the murders began. The hands and feet of the captain of the junk were bound and he was pitched into the sea. He sank immediately. His wife and son were treated in a similar manner, and they disappeared in the deep. They then turned their attention to the nephew of the captain, who was awakened by the noise, and soon he was flung into the sea. The mutineers then set sail, taking with them the sixteen-year-old daughter of the master. Happily the nephew of the murdered captain was a strong swimmer, and had it not been for him the police and the public would have been ignorant of the outrage. He managed to remove the bindings on his wrist and kept afloat for fully six hours. He drifted in the way of a passing junk journeying to Hongkong and arriving here on the 6th instant, made his way to the Water Police Station and related the whole affair.

Inspector Langley and Sergeant Wilden took the matter in hand, and it was not until Wednesday that they had obtained a clue as to the whereabouts of the crew. On Thursday afternoon Sergeant Wilden left the Colony; where he was bound for could not be ascertained, but that he was after the alleged murderers was not denied. This morning, the following telegram arrived in the Colony for the police:—"Macao, Assistance wanted. Warrants, Wilden."

Inspector Langley was very busy this morning obtaining the necessary papers from the Magistracy, and he left to-day for Macao.

The alleged murderers, who we believe have not yet been arrested, but are being followed, will be captured when the warrants are to hand and brought back to Hongkong for trial.

THE LAUNCH WHISTLE NUISANCE.

COXSWAINS FINED.

17th inst.

At the Marine Court, this morning, Hon. Captain Barnes-Lawrence, R.N., Marine Magistrate, presiding, the masters of the steam launches *Cheung On*, *Sun Kwong On*, and *Li Sing*, were charged at the instance of Mr. E. Jones, Assistant Harbour Master, with unlawfully using the steam whistles of the said launches, on the 16th inst., in Victoria Harbour. The first man gave two short blasts on his whistle, and then wrongly altered his course to starboard instead of to port, as indicated by his whistle. He said he only blew his whistle to indicate that he was going alongside the wharf. The second man was charged with blowing his whistle needlessly twice over, although there were no vessels in his immediate neighbourhood for him to signal to, except a few sampans at anchor, the whistles being blown without any rhyme or reason. He said he blew the blasts to show where he was going. He was going to the *Haitan* and he signalled to let those on board know which side he would go. The third man was charged with blowing long blasts while coming in to the wharf opposite Wing Wo Street. There was no reason for these signals.

His Worship said there was two much of this unlawful using of the whistles by the coxswains of launches in the harbour, and it had got to stop. In fining the three men $5 each, with alternatives of seven days' imprisonment, his Worship intimated he would deal very severely with all offenders in this direction brought before him in future.

INFRINGEMENT OF TRADE-MARKS.

FLOUR MERCHANT CONVICTED.

Yesterday, at the Police Court, the case was concluded in which Kwan Tai, compradore to the Pacific Mail Steamship Company, and master of the Kwan Yee Ying flour firm, was summoned by Inspector Collett, for applying a false trade-mark to certain brands of flour. It was alleged defendant transferred flour of the "Mowtan Peony" brand into bags of the "Owl" brand and sold that as Australian flour. Mr. G. E. Morrel (of the Crown solicitor's office) prosecuted, and Mr. M. W. Slade, instructed by Mr. J. S. Harston (of Messrs. Ewens, Harston and Harding) appeared for the defendant. Mr. Gompertz found the accused guilty of the charge and imposed a penalty of $100, and ordered defendant to be bound over in the sum of $200 to be of good behaviour for six months. He was also ordered to pay the costs of the case—$150. His Worship further instructed the police to destroy the stencil plates, etc., which were used for applying the false trade description, and to return the flour in their possession to defendant after obliterating the objectionable part of the mark on the different bags.

THE THIRSTY POLICEMAN.

A COSTLY "WET."

The roasting thirst which Indian policeman No. 878 had yesterday landed him before Mr. F. A. Hazeland this morning. He was on duty on the Peak Road yesterday when he saw a coolie coming in his direction with two baskets of mineral waters slung across his shoulder on a bamboo pole. He could hold his thirst no longer so he approached the coolie and begged for a bottle of soda water. The coolie replied that the minerals were not his property; if they were the officer was welcome to the whole basket; and he proceeded on his way. The policeman went after the coolie, snatched the order-book out of the basket and banged the coolie over the head with it, knocking him down. Naturally the basket of minerals fell to the ground too and nine bottles of soda exploded. The Indian went on his way and the coolie returned to "Blue Bungalow," the Peak, and reported the matter to his mistress, giving the number of the policeman. The mistress wrote to the Captain Superintendent of Police about the matter and the policeman was charged. He was placed before Mr. F. A. Hazeland this morning, by Inspector Warnock, on a charge of assault. The defendant, of course, denied the charge; he did not know the coolie, never saw him during his residence in the Colony, and such like excuses, but the Court held him guilty of the charge. He was made to pay a fine of $25, and the coolie instructed that in case the policeman gave him any trouble in the future he was to complain to the police.

THE BILL POSTING NUISANCE.

POLICE ON THE WARPATH.

Inspector Smith placed two Chinamen before Mr. F. A. Hazeland, at the Magistracy, this morning, on a charge of affixing posters on the walls of the old harbour office, early this morning, without the consent of the Government. The manner in which the defendants were arrested was very amusing. The police say that the bill-posters start work very early in the morning and leave traces of their visits even on walls that bear the sign, "Post No Bills." They start at an early hour simply because they think there is no one about to interfere with them. This morning, while an Indian policeman was passing the old harbour office, he noticed a coolie on the top of a ladder in the act of posting an immense Japanese poster, while a small boy was looking on with another bundle under his arm. When he saw the police he cleared, but the man on the top of the ladder was too busy to see that. The policeman approached the ladder and told the bill-poster to come down. He declined. The policeman pulled away the ladder from under the Chinaman and left him hanging by his hands on the ledge of the wall, while the brush which he held in one hand for sticking the poster, dropped on the upturned face of the policeman, leaving his face covered with paste. The Chinaman was then dragged down by the legs. The bill posting nuisance not only annoys the public but the police come in for a share of it. Some time last week a huge poster was affixed to the notice board of No. 5 Police Station covering important notices on the board. The defendants pleaded guilty, saying that they did not know the law. His Worship fined the bill-poster $5, and the little boy, who took to his heels when he saw the policeman, was discharged with a caution.

A FORGETFUL COMPLAINANT.

NUISANCE TO THE POLICE.

Yesterday morning, a case was called on before Mr. F. A. Hazeland, at the Magistracy, in which one A. R. Soonderam had charged a ricksha coolie with demanding more than his legal fare. The complainant not being present, the case, under ordinary circumstances, would have been dismissed. But Inspector Gourlay, who was in charge of the case, asked for a remand as he desired to have the plaintiff present. There were too many of these cases where coolies and hawkers were charged, and then at the trial no plaintiff appeared, thus putting the Police to a lot of unnecessary trouble, besides rendering the defendants quite callous, in view of the many charges which, on that account, had to be abandoned, the delinquents getting off scot free. His Worship granted the adjournment, and, warned by Inspector Gourlay, Soonderam appeared in Court this morning. Asked why he neglected to attend yesterday he said he forgot all about it—an excuse entirely unacceptable to the Court. The case was then proceeded with and complainant stated that he engaged the defendant's ricksha at Arsenal Street and went to the Wanchai market. Arriving there he tendered the coolie a 20-cent piece and asked for 15 cents change, five cents being the recognized fare for that distance. The coolie gave him a five-cent piece and a German coin, closely resembling a ten-cent piece in size. Complainant demanded local coin when the coolie declared he had none. He was then taken to No. 2 Police Station, and the circumstances explained to Sergeant Baker, then in charge, when the coolie was searched and four Hongkong ten-cent pieces found on his person. He had nothing to say. His Worship said no charge could be made against the coolie for demanding more than his legal fare, as there was no evidence to show that he had attempted to do so, but he would fine him $3 for misconduct.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

POSTER NUISANCE IN KOWLOON.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I shall feel obliged if you will permit me to draw attention, through your valuable paper, to a practice that seems to have gained considerable ground of late.

Why, I should like to know, are bill-posters allowed to indiscriminately placard any building, wall, or embankment—Government or otherwise—and no notice taken of by the police. That beautiful memorial opposite the Kowloon Ferry wharf is the latest to be enshrined with copious advertisements. But as this structure is designated a "public convenience," no doubt the merchant, whose name figures so conspicuously, misunderstands its proper use.—Yours faithfully,

H. M.

Kowloon, 13th August.

THE OPIUM SCANDALS.

MEMORIAL TO THE GOVERNOR.

MR. CHURCHILL'S REMARKABLE IGNORANCE.

17th inst.

The Bishop of Victoria writes us as follows:—Owing in part to the remarkable ignorance displayed by Mr. Winston Churchill with regard to the scandals attendant on the system of Opium Farming; and also in part to the actual scandal which has recently occurred in the Colony in that connection, your columns, and those of your contemporaries, have of late contained not infrequent notices of the present condition of the Opium Trade. It may therefore interest your readers to know that the following petition, signed by the ministers and senior missionaries of the British Churches and Missions in Hongkong, was recently sent in to the Government.

H.E. the Governor has kindly promised to give the matter his careful consideration.—I am, etc.,

J. C. VICTORIA.

St. Paul's College,
17th August, 1906.

SIR,—At a time when the House of Commons has just passed a resolution "That this House reaffirms its conviction that the Indo-Chinese Opium trade is morally indefensible and requests His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close," it seems to us that it will not be inopportune to present a humble address to Your Excellency, and the Government of this Colony, with reference to the system on which the traffic in Opium is conducted in Hongkong.

But before we do this we would venture to call your Excellency's attention to the striking consensus of opinion which appears to prevail now in various part of the world with regard to the use of opium. In China more than one of the high officials of the Empire have declared against its use, and have issued or are about to issue, regulations to check it within their own jurisdictions; and the Viceroy of Nankin has undertaken to present to the Imperial Government a petition against the trade in Opium, which is now in course of signature by the missionaries at work in China.

The Government of Japan absolutely prohibits its use by its own people, and has passed stringent laws to eradicate its use from amongst the Chinese resident within its dominions. The Government of the Philippines, after an exhaustive inquiry into the subject conducted by a Commission specially appointed for the purpose, has decided to adopt measures with regard to the use of Opium in the Philippines almost identical with those of Japan.

To pass on to our own Colonies in Australia the Commonwealth Government, acting on the initiative taken by the Chinese Community, has issued a proclamation, prohibiting the importation of opium into Australia, except for medical use, from the 1st of January, 1906. The Transvaal has passed a yet more stringent measure of prohibition. In short, on all sides there is evidence of a sincere desire to prohibit or to limit, so far as possible, the traffic in, and use of, opium.

Your petitioners are earnestly desirous that the relationship of the Hongkong Government to the traffic should be amended. For, in our opinion, the present system of Farming, which is in operation in this Colony, tends directly to encourage the use of opium and for this encouragement the Government is responsible. The Government is interested in getting as much revenue as possible, and by calling for tenders stimulates competition on the part of those who bid for the right of farming to increase their bids for that right as much as possible. The Opium Farmer must get his money back, and therefore he uses every means in his power to encourage the use of opium. He pushes his business to the utmost extent. The Philippine Commissioners, in summing up the conclusions which it had formed, strongly condemns the system of Farming for the following reasons:—

(a) The farmer endeavours to increase his profits by extending his business, and so the use of opium is increased.

(b) Extensive smuggling also exists under this system as found in those countries visited by the Committee.

(c) The matter of raising a revenue by such a system exposes the Government to misapprehension and detraction.

(d) It is hardly moral to delegate to an individual, not a representative of the people, such authority in the way of supervising, detecting, and policing as the farmer usually exercises. To exercise such authority is a function of the Government only. (Report of Philippine Commission p. 45.)

Again, in discussing the conditions of the traffic in Java, where farming had been tried and abandoned, as was also the case in Saigon, the Committee writes:—

"The old system of farming out the sale of opium, in fact, not only was counteracted in practice, as far as the gradual reduction of the consumption of that drug was concerned, but it was also a source of corruption and bribery of Government employees on the part of the Chinese farmers, who were tempted to extend the sale of the drug to persons who were unauthorized to buy it. It was also the cause of frequent disturbances, in cases where it was employed by unprincipled persons as a means of revenge. These persons would surreptitiously place Opium in the houses of private persons, and then maliciously and falsely accuse them of possessing opium clandestinely. The principal reason for the abandonment of this system was that the former, in order to push his business, exhausted all available means to extend the sale of his merchandise." (Ibid p. 38.)

The experience in Hongkong has no been very dissimilar to that in Java.

Your petitioners are not prepared to make a recommendation to the Government with regard to what alternative system of dealing with the use of Opium, whether by High Tariff, or High License, or Prohibition, or Government Monopoly, (which last is recommended by the Philippine Commission), it would be best to adopt in Hongkong. To do so would be beyond our province. What we do most earnestly desire is this: that our Government should be clean handed in this matter, and should use its great influence and authority to check rather than to encourage the use of this injurious drug. With this end in view we would conclude with two definite petitions to your Excellency:—

(1) That your Excellency will cause careful inquiry to be made, by Commission or otherwise, as to what may be the best method by which the Government may check and, if possible, in time entirely abolish the use of opium, except for medicinal purposes, in this Colony.

(2) That Your Excellency will give instructions that the pupils in the public schools of this Colony shall be taught the evil and debasing results of the opium habit; and that the primers of hygiene, used as text-books in the said schools, shall include the necessary information on this matter.

With regard to this matter of education, we would beg leave to add a quotation from the evidence of a Japanese Pastor, resident in Formosa, which is supported by the evidence of many others.

"There is no one factor that more strongly influences the young generation against the opium vice than the instruction given them in the public schools regarding the poisonous and pernicious effects produced by the drug. The Chinese youth are slowly learning the Japanese language, and with it are acquiring Japanese *ideas and ideals, among which the idea most* deeply inculcated is the perniciousness and disgrace of the opium vice for which they are taught to have an abhorrence." (Ibid p. 63.)

At the same time, however, we would point out, and we doubt not that your Excellency will agree with us, that so long as the Government encourages rather than checks the opium vice, instruction in the schools will be of little avail.

Therefore your Petitioners would humbly pray, etc., etc.,

We have the honour to be,
Sir,
Your Excellency's most obedient servants,

J. C. VICTORIA.
THOMAS W. PEARCE, Senior Missionary in Hongkong of the L. M. S.
W. BANISTER, Archdeacon of Hongkong, Secretary Church Missionary Society.
C. R. BONE, Chairman of the District, and General Superintendent of Wesleyan Missionary Society.
J. H. FRANCE, Seamen's Chaplain.
E. J. BARNETT, Warden, St. Stephen's College.
A. J. STEVENS, Chaplain, St. Andrew's Kowloon, and pro tem. in charge St. John's Cathedral.
C. H. HICKLING, Minister of Union Church.
GEORGE A. BUNBURY, Principal of St. Paul's College.

His Excellency
Sir Matthew Nathan, K.C.M.G.,
Governor.

THE OPIUM FARM.

A SIGNIFICANT MODIFICATION.

In a *Government Gazette Extraordinary* issued this forenoon, it is notified that His Excellency the Governor-in-Council has been pleased to amend the form of grant of the Hongkong Opium Farm, published in Government Notification, No. 439, of the 23rd May, 1906, by adding the following provisions:—

"Provided always that in the event of the exportation of raw opium from India being so restricted during the term hereby granted, as in the opinion of the Governor-in-Council seriously to affect the business of the grantee, the onus of proof whereof shall rest on the grantee, the Governor-in-Council upon the application of the grantee, shall reduce the rent payable under this grant to such an extent or may modify the terms of this grant in such other manner as to the Governor-in-Council may seem equitable.

"Provided also that in the event of the exportation of raw opium from India being prohibited during the term hereby granted and the grantee not being able to procure sufficient opium for boiling the grantee may give notice to the Governor-in-Council of his desire to surrender this grant, and, if, in the opinion of the Governor-in-Council such prohibition seriously affects the business of the grantee, the onus of proof whereof shall rest on the grantee, the Governor-in-Council shall thereupon, or so soon thereafter, as he may deem desirable, cancel the same. Nothing in the two preceding provisos is to be taken to mean that an alteration in the quantity of opium exported from India is to be accepted as *prima facie* evidence that the Farmer is entitled to a reduction of rent or to a modification of the terms of this grant."

MARINE COURT.

FAILING TO REPORT PASSENGER'S DEATH.

17th inst.

Before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, A. P. Guterres, first clerk at the Mercantile Marine Office, proceeded against Henney Clifton, master of the British steamer *Charterhouse*, for failing to comply with article 1 of section 251 of the Merchant Shipping Act of 1894, in not recording in the log-book of the said vessel the fact of the death of a Chinese passenger on the 30th May last, while on a voyage from Singapore to Hongkong.

Defendant pleaded guilty.

Mr. Guterres said he had been informed that no entry had been made in the official log-book of the s.s. *Charterhouse* of the death of a Chinese passenger on board between Singapore and Hongkong, which took place on the 30th May last, which is an offence under section 254 of the Mercantile Shipping Act.

Henney Clifton, master of the s.s. *Charterhouse*, said he forgot to make the entry at the time the death occurred. The ship was one day from Hongkong, and they were experiencing rough weather, which necessitated his remaining on the bridge during the time the burial took place. He did not make any report later as he thought there might be trouble over it.

The official log-book was produced and found to contain no entry of the death in question.

Witness, continuing, said the doctor on board was an Indian named W. Boyle; he left the ship at Singapore, on returning from the voyage. He was unknown to witness previous to the voyage in question.

His Worship said: The omission to record in the official log-book the death of any person on board your vessel, as well as the particulars relating thereto, is a serious one. In this case the death of a Chinaman took place on 30th May during a voyage from Singapore to Hongkong, and it is only now, due to a report which investigation proves to be correct, that I am able to learn something of the facts of the case. A consequence of this is that no proper inquiry into the circumstances can be made here, as the doctor, who at the time was borne on the ship's articles, and who also according to law should have signed the entry in the log-book, is no longer in the ship. It must be apparent to you that if the provisions of the Merchant Shipping Act are not complied with in this respect the ends of justice may very easily be defeated. As I learn that the doctor, whose evidence is all-important is residing at Singapore I am communicating with the Master Attendant at that port with a view to his holding an inquiry, on the return of your vessel there, into the cause of the death. For non-compliance with the provisions of section 234 of the Merchant Shipping Act I fine you $50.

REICHSTAG TOURISTS.

THE PROGRAMME FOR THE ORIENT.

We learn, remarks the *Canton Daily News*, that Mr. Armin Haupt, the chief of Messrs. Melchers and Co., in Hongkong, the agents of the N. D. L., has received a letter from his partner, Mr. Korff, who arrived lately in Hamburg from the Far East saying that there is a possibility that the members of the German Reichstag who are on a visit to the Far East and are expected at the end of this month by the German mail steamer *Prinz Ludwig* as we have already reported will change their programme for the visit, which was arranged in a somewhat unfortunate manner, leaving out a visit to the northern places, and instead of spending a fortnight at Tsingtao, will travel by rail from Hankow to Peking returning to Tsingtao via Tientsin and Chefoo. The programme has not yet been settled, however, as Mr. Delius, the commercial attaché of the German Consulate-General in Shanghai, who has been detailed to accompany the party officially throughout their tour, might receive special instructions by the last German mail before their arrival with regard to the definite arrangements of the journey. The party now consists of five members only, two having been kept back by unforeseen circumstances at the last moment. They are accompanied, however, by two ladies, wives of the members of the party.

CHAN Wing, a coolie, boarded the s.s. *San Cheong* early on Saturday, on her arrival at her wharf here from Canton, and made a tour round the ship removing property from every cabin he touched. From the steward's cabin he pocketed an electric flash lamp, and from other cabins he stole clothing. On attempting to leave the ship the man was taken in charge. Before Mr. H. H. J. Gompertz, this morning, at the Police Court, he pleaded guilty, and was sentenced to three weeks' hard labour and six hours' stocks.

CANTON NOTES.

[*From Our Own Correspondent.*]

Canton, 10th August.

PUBLIC IMPROVEMENTS.

Commencement of the work of construction of the Sa Ho Bund, the Choy Mun Tak Government Industrial Manufactory, and the Public Garden of Canton, was made on the 9th inst. The works are under the superintendence of some eighty-seven Weiyuans, appointed by the Viceroy.

RETURN OF VICEROY SHUM.

The Canton *Daily News* of yesterday's date contains the following items:—

Viceroy Shum returned to Canton from Whampoa at noon yesterday as some important business has to be discussed with the consuls and others. It is reported that he will stay here until after the Emperor's birthday, when the official banquet (to foreign officials, Chinese officials and foreigners in Chinese employ) will be given.

TELEGRAPHIC COMMUNICATIONS.

The Viceroy, considering that trade was much hampered by there being no telegraphic communication between Canton, Yangchiang, Kau Chow and Ch'ao Chou Fu, recently wrote the Inspector-General of Telegraphs on the subject. The latter replied that he would at once give orders for the construction of a line between Canton, Yang Chiang and Cha'o Chou Fu, but that a line between Yang Chiang and Kau Chou was at present impracticable.

VICEROY'S LEAVE OF ABSENCE.

Canton, 11th August, 1906.

As his leave of absence of two months on account of illness is about to expire, Viceroy Shum has memoralized the Throne to extend his leave for two months more.

THE EMPEROR'S BIRTHDAY.

The 26th day of 6th moon, being the birthday of His Imperial Majesty Emperor Kwong Su, officials of rank are preparing to attend at the Emperor's Temple, Canton, to celebrate the occasion. The ceremony will last from the 25th day to the 1st prox. Every official has been ordered to assume the ceremonial robes of his respective rank.

PROPOSED SCHOOL FOR ENGINEERING.

[*From Our Own Correspondent.*]

Canton, 13th August.

It is reported that the Yueh Han Railway Company intend to establish an engineering school. Some fifty young men will be selected by the company and will proceed to Japan to study engineering for a period of two years. When these students have completed their technical education they will be appointed assistants for this proposed school.

BOYCOTT MARTYRS.

The teachers and scholars of the different schools and colleges in Canton held a meeting at the Commercial Exhibition Hall on the 2nd inst., for the purpose of discussing the question of petitioning the authorities for the release of Messrs. Ma, Pun, and Ha, members of the boycott association. There was a very large assembly and a petition, drawn up praying Viceroy Shum to release these gentlemen, was handed round for signature.

THE "SAINAM" PIRACY.

Five pirates, who have been found guilty of taking part in the *Sainam* piracy, were, it is reported, duly punished a few days ago. Another report to hand states that, on the 12th inst., four more pirates were captured by a military officer, who at once sent them to the Nam Hoi magistrate. They were tried before the magistrate and a weiyuan of the Law Department. It transpired that one of the pirates, alleged to be Li Ah Kin, betrayed these four persons. At the trial, two admitted that they were concerned in the piracy of the *Sainam* while the others pleaded not guilty.

PROPOSED COMMERCIAL COLLEGE.

[*From Our Own Correspondent.*]

Canton, 14th August.

Last year Viceroy Shum suggested to the General Chamber of Commerce the advisability of opening a commercial college, but no step was apparently taken to establish such an institution. Now a member of the gentry named Sum Hau Chi comes forward and offers to establish a college of this description at his own expense. He applied to the Educational Department for a piece of land as a site and the request was readily granted. Mr. Sum is a well-educated gentleman and has had a great deal of commercial experience. He has obtained the co-operation of a certain Mr. Chü, who has completed his studies in a similar college in Japan. Mr. Chü will probably be appointed the head-master of the proposed institution.

THE WATER SUPPLY.

The scheme of Viceroy Shum to supply Canton with a water service will to some extent be hindered by the departure of the manager of the works, Mr. Chü Wing Cho, who left Canton a few days ago. It is rumoured that Mr. Ai Hon, the manager of the naval college of Canton, is to be appointed to the vacancy.

THE YUET-HAN RAILWAY.

[*From Our Own Correspondent.*]

Canton, 14th August, 1906.

As the construction of the Wong Sha Ko Tong section of the Yuet-Han Railway is now under way the company has sent a despatch to the Nam Hoi Magistrate to issue notice to the following effect: That all persons, who have ancestral tombs on the Shu Yuen Hill, must notify the company to that effect and the company will pay all expenses of removing these tombs.

BIG ROBBERY.

On the night of the 22nd of this moon a robbery was committed at the house of a man surnamed Choi. A great quantity of treasure and valuables was carried away. The police seem to be quite unaware of the fact, for not a single robber has been caught.

DEAD BODY ON A ROOF.

On the 24th day of this moon a dead body was found on the roof of a house outside the Canton City in Tai Yet Tsuen street. The matter was reported to the police station.

CELEBRATING THE EMPEROR'S BIRTHDAY.

[*From Our Own Correspondent.*]

Canton, 17th August.

The 26th of the 6th moon, being the Emperor's birthday, not only the officials kept up the occasion, but also all the schools and colleges had a holiday, numerous business houses closed for the day, and hoisted the dragon flag, out of respect to the Emperor. The Nam Hoi gave a feast to all those under him, and distributed money among the prisoners.

DISASTROUS FIRE.

At 4 p.m., on the 15th instant, a fire broke out in Sin Chai Street of Tai Kong Hui, near Sai Chin. As a result of the conflagration hundreds of houses were gutted. It is reported that the fire was caused by incendiaries.

CLAIM FOR WORK DONE.

MUCH-SURPRISED DEFENDANT.

17th inst.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the Hung Sing Kung See firm sued Lau Tak Yuen for recovery of the sum of $361, being balance of an account for work done by plaintiff for defendant, and for materials supplied. Defendant denied the debt, but the plaintiff produced his books and proved it. Defendant then said he had paid the amount.

His Honour: Have you a receipt?

Defendant: Yes, I have a receipt for the whole amount.

His Honour: Where is it?

Defendant: I wrote it in my book!

His Honour: Oh, *you* wrote it—but did plaintiff sign it?

Defendant: No, my Lord! (Laughter.)

His Honour: Then that is no receipt and the entry proves nothing.

Defendant: But I would not write it if I did not pay it.

His Honour: And you would not pay it without getting a real receipt, signed by the person to whom you made the payment. You have admitted that you did owe the money, and you have nothing to show that you paid it, while the plaintiff swears he never received it, and never gave a receipt for it, and the money was still due and owing.

Judgment with costs for plaintiff.

Mr. Howell, head bailiff, then asked that immediate execution be granted as the only chance of getting any money. Four years ago he was summoned to the Court, but he neither appeared in person nor by representation, and judgment was given against him with costs. That judgment remained unsatisfied, and immediate excution was necessary so as to secure satisfaction in the cases against him, of which there were three in all.

Immediate execution of the judgment was ordered.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER PROSECUTED.

14th inst.

The case in which Ip Sing, the master of a gun shop, of No. 326, Queen's Road Central, was charged with submitting a false return to the Captain Superintendent of Police, relative to the quantity and quality of the guns in his possession, was continued before Mr. F. A. Hazeland, at the Magistracy, this afternoon.

Detective-sergeant Grant prosecuted on behalf of the Police, and Mr. C. F. Dixon, in the office of Mr. John Hastings, defended.

Sergeant Grant said that the defendant was a licenced arms dealer in Hongkong, of the Yik Cheong shop. On 3rd August defendant furnished the Chief of Police with a return of all arms in his possession. That return gave the number of rifles and carbines in defendant's shop as ninety-five. On 9th instant, by virtue of a warrant, witness visited the defendant's shop, examined the stock of goods and seized thirty-seven rifles, twenty-eight muskets, and fifty-six bogus rifles.

The bogus rifles were then examined in Court. They were of all kinds and seizes. On a closer examination it was discovered that the bogus rifles were of recent make. The barrel was made of pieces of water piping and there was no place for putting in the cartridge. They were bulky-looking things. A gentleman in Court said the trigger worked all right, but another replied that he wouldn't like to fire out of one of them.

Continuing, witness said that since accused started business guns were supplied him by Messrs. Arnhold, Karberg and Company. During this quarter defendant received 130 rifles from Arnhold, Karberg and Co., and five from the Po On shop, making a grand total of 203 rifles in his shop. The good rifles were sold and substituted by dummies.

Cross-examined:—There was no harm in exchanging rifles with those in a gun shop. It would be impossible to fire out of any of the bogus rifles. Witness did not think the bogus rifles were once upon a time a good rifle, but had been tinkered up by Chinese and damaged.

A salesman, employed in Messrs. Arnhold, Karberg, said that his firm held a licence to deal in arms. Witness did not know defendant, but knew his shop, the Yik Cheong. From 1st May to 31st July the firm sold defendant firm 130 Mauser rifles. Witness did not see the rifles delivered, but the was certain that the rifles produced (bogus ones) did not come from his firm. On an average the Yik Cheong paid from $8.75 to $10 apiece for a Mauser rifle. Witness was not in a position to say if it were possible to fire out of any of the bogus rifles.

At this stage, Mr. Dixon applied for an adjournment, saying that his client did not know the nature of the charge before this. He wanted a postponement to call witnesses to prove that it was a *bona-fide* business, there being no fraud contemplated.

His Worship remanded the case until Thursday next, at 11.30 a.m.

THE "SAINAM" TRAGEDY.

PIRATE LEADER CAPTURED IN CANTON.

The *Canton Daily News* of to-day's date says:—After a reward of $1,000 had been offered, the leader of the pirates who robbed the *Sainam* was captured in an armed house in the old city. The capture was effected by a soldier who had also captured a notorious character some time before. He has been paid the large reward offered, and it is hoped has set an example of what assiduity can do.

COMMERCIAL.

SHANGHAI AND HONGKEW WHARF CO., LD.

HANDSOME DIVIDEND.

14th inst.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Shanghai to the effect that the Shanghai and Hongkew Wharf and Godown Co., Ld., has declared an interim dividend of Tls. 8 per share.

[This is Tls. 2 better than the interim dividend for 1905. Last year the company paid Tls. 6 interim and Tls. 8 final dividend.—Ed., *H.K.T.*]

RAUB CRUSHING.

17th inst.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Singapore informing them that the crushing of the Raub Australian Gold Mining Co., Ltd., for the past four weeks is 9990zs. smelted gold from 5,687 tons of stone.

LANGKAT DIVIDEND.

16th inst.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Shanghai advising that the Maatschappij tot Mijn, Boschen Landbouwexploitatie in Langkat, has declared a third interim dividend of Tls. 7½ per share, making Tls. 22½ so far for this year.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 17th inst.:—There has been a fair demand for most of our stocks during the week under review and rates generally have been well maintained while some show a slight improvement on previous quotations.

Banks.—Hongkong and Shanghai Banks have ruled very steady and sales have taken place at $850. The London quotation has advanced to £94 10s. Nationals were negotiated at $47.

Marine Insurances.—Cantons have declined to $330 and are quiet at this rate. Unions are also slightly easier and can probably be obtained at $800. In other Northern companies we have nothing to report.

Fire Insurance.—There are no changes in quotations but both stocks close firm and in demand, viz., Hongkong Fires at $320, and China Fires at $91.

Shipping.—Hongkong, Canton and Macao Steamboats are wanted at $26½ ex the dividend of $1, paid on 15th inst. China & Manilas are quoted at $21. Douglases are unchanged. Indo-Chinas have advanced and were done at various rates up to $73 owing to inquiries coming from the North. A few Shell Transports can probably be placed at 27/-. Star Ferries both old and new are unaltered.

Refineries.—China Sugars have further depreciated and are obtainable at $147½. Luzons have buyers at $21½.

Mining.—During the early part of the week Raubs changed hands at $6½ but later on business was done at $7. We are advised by cable that the result of the crushing for the past four weeks is 909 ozs. smelted gold from 5,687 tons of stone.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks are a little weaker and are on offer at $152. Shanghai Docks were strong in the early part of the week and were placed at various rates up to Tls. 100, but the market has since reacted to Tls. 97, at which rate there are buyers. Hongkew Wharfs have improved to Tls. 242½ no doubt in consequence of the interim dividend of Tls. 8 which the Company has declared.

Lands, Hotels and Building.—Hongkong Lands have received but little attention and remain the same. Kowloon Lands and West Points are without business and neglected. Business has been done in Hongkong Hotels at $120 closing in further request at this rate. Humphreys' Estates are procurable at $11½.

Cotton Mills.—Sales have been effected of Ewos at Tls. 79 while Internationals and Laou Kung Mows have both appreciated and continue in favour, the former at Tls. 65 and the latter at Tls. 80. Hongkong Cottons can be sold at $14½.

Miscellaneous.—Green Island Cements were disposed of at $22½ closing with further sellers at this rate. China Borneos are stronger and have been fixed at $12. China Light and Powers are inquired for at $10½ and China Providents are also in fair demand at $9½. Hongkong Electrics are on the market at $14½ and Steam Waterboats are quoted at $8. Langkats have strengthened their position considerably and are now asked for at the improved rate of Tls. 240. We have nothing further to report under this heading.

FREIGHT.

Messrs. Lamke & Rogge's fortnightly report dated 11th August reads:—There has not been much of an improvement in freights during the period under review, and there is still a number of steamers, chiefly small and medium-sized ones, laid up for want of paying employment, but business has been quite lively during the fortnight through Java having entered the market for a lot of tonnage for this port and Japan, and 9 or 10 of the fortnight's fixtures, aggregating about 24,000 tons d.w., have resulted from this inquiry. Rates from 25 to about 27 cents per picul.

Saigon has had some charters to 1 port Philippines at 22 and 21½ cents per picul. More business could have been done had any boat been found willing to take about 28,000 piculs prompt at 21 cents, but this offer did not find a taker.

Saigon to Shanghai, a charter is reported of a boat to load 50,000 piculs at 20 cents, prompt.

Saigon to this port, some inquiry has just led up to a charter at 13 cents. This is significant inasmuch as it shows that business is feasible again in this direction, and, as likely as not, demand may develop shortly, and rates be brought to a paying level.

Quarntine restrictions at Saigon were modified on the 30th ulto. when this port was advised by telegram of Messrs. Wm. G. Hale & Co. that steamers arriving from Hongkong without native passengers were, after medical examination, allowed free pratique.

Concerning Bangkok, there is no room for outsiders at present. The liners even are reported to have difficulty in securing cargoes in consequence of belated rains. Paddy boats from the interior are detained for want of sufficient water in the creeks.

Iloilo:—Business reported Iloilo to this port, two steamers, at lump sum freights on basis of about 18 cents per picul.

Newchwang:—No fresh chartering reported locally.

Coal Freights:—From Hongay, apparently nothing done. We hear of an offer made $1.25 Hongay to Swatow.

From Japan, Moji to this, the rate locally is unchanged at about $1.30. A handy-sized local steamer obtained $1.40 in Japan.

On monthly terms.—Australian trade—commencing at Otaru, terminating at an Eastern Port, a 4,000 tons d.w. carrier, the *Heinrich Mensell*, was chartered on basis of 3/- per ton d.w., term about 3 months.

In sail freights there is nothing new to advise.

Sail-tonnage loading or to load:—For Baltimore or New York:—American ship *I. F. Chapman*, 2,014 tons, to arrive. American ship *S. P. Hitchcock*, 2,086 tons, to arrive.

Sail-tonnage disengaged:—American bark *Alta*, 1,300 tons reg.

Departures of Sailers:—None.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2 1½
Do. demand	2 1 9/16
Do. 4 months' sight	2 1 13/16
France—Bank T.T.	2.67½
America—Bank T.T.	51½
Germany—Bank T.T.	2.17½
India T.T.	158½
Do. demand	159
Shanghai—Bank T.T.	72½
Singapore T.T.	9¾ % prem.
Japan—Bank T.T.	104
Java—Bank T.T.	128½
Buying.	
4 months' sight L/C.	2 1 15/16
6 months' sight L/C.	2/2 1/16
30 days' sight San Francisco & New York	52½
4 months' sight do.	53
30 days' sight Sydney and Melbourne	2.2 3/16
4 months' sight France	2.72
6 months' sight "	2.73½
4 months' sight Germany	2.22
Bar Silver	30 9/16
Bank of England rate	5½ %
Sovereigns	9.38

LOCAL AND GENERAL.

TENDERS are invited for the erection of a Mortuary at Kowloon.

HIS Excellency the Governor-in-Council has decided that the Mount Davis cemetery shall be closed on and after the 31st day of December, 1906.

DURING the 24 hours ended noon to-day one case, not fatal, of plague was reported, being that of a Chinaman in Nullah Lane. This makes the total for the year 889.

WE are given to understand that owing to the intense heat the Hongkong Gymkhana Club does not propose to hold a gymkhana meeting this month. The next meeting, it is said, will be held in September.

WE have received a letter from a discerning correspondent to the effect that King Alphonso is reported to be in Aberdeenshire, Scotland, shooting grouse with a rifle (*sic*). We beg to inquire: "Why grouse about it?"

IT is notified in the *Gazette* that, in pursuance of directions given by His Majesty the King, Sir Henry Spencer Berkeley, Kt., Attorney General, has been appointed one of His Majesty's Counsel for Hongkong.

MR. Turnbull, who is well known in Manila as the representative of the Shanghai Dock and Engineering Co., arrived on the *Rubi* on the 7th inst., and will spend a few days visiting old friends but not neglecting business.

THE Governor has fixed the rate at which royalties are to be paid for the remainder of the current year in respect of iron ore at 10 cents for every ton of ore when ready for exportation or for smelting or reducing.

NGAI Sin Tse, a stonecutter, of No. 3, Tsat Tsz Mui, was arrested on Tuesday by the police at Shau-ki-wan for being in unlawful possession of a musket, without police permission. Ngai admitted the charge and his Worship ordered the musket to be confiscated.

THE Macao Government has just acquired a seismograph for the neighbouring colony. The instrument was ordered from Japan and was delivered at Macao on Wednesday. It is to be fitted up at the Government observatory at Penha in charge of the Harbour Master in Macao.

AN Indian watchman employed at the Cotton Mills, Causeway Bay, charged a coolie before Mr. H. H. J. Gompertz, at the Magistracy on Wednesday, with being in the servants' quarters of the building, last night. The accused admitted being found there and a fine of $5 was passed.

HIS Majesty the King has been pleased to approve of the appointments of the Honourable Mr. E. A. Hewett to be an unofficial member of the Executive Council of Hongkong and of the Honourable Mr. W. I. Gresson to be an unofficial member of the Legislative Council, *vice* Mr. C. W. Dickson resigned.

A PLOT of land at Kai Lung Wan having an area of about 12 acres with the following boundaries:—north: Farm Lots 14 and 15 and the Jubilee and Pokfulam Roads; south: the present Kai Lung Wan cemetery; east: the Pokfulam Road; west: Farm Lot 15, has been set apart for a Chinese cemetery from 1st January next.

IN connection with the presence of the s.s. *Kasuga Maru*, of the Toyo Kisen Kaisha, now in this harbour, loading for Calao and Valparaiso, it is interesting to note that her skipper is the son of Captain Filmar of the s.s. *Nippon Maru*, of the command of which vessel the latter relieved the former in Yokohama on her last trip but one.

AT the instance of Lance-sergeant Clyde, eight chair coolies were placed before Mr. H. H. J. Gompertz, at the Magistracy, this morning, charged with keeping a common gaming house at No. 2, Ezra Lane, last night, and gambling on the premises. The charge being proved, his Worship fined the leader $25, and the remainder $3 each.

HIS Honour Sir Francis Piggott, Chief Justice, has, by Commission signed by him, appointed Mr. J. H. Kemp, Deputy Registrar and Appraiser of the Supreme Court, to be a commissioner for taking acknowledgments by married women of the deeds to be executed by them, so long as he shall hold the said office of deputy registrar and appraiser.

INSPECTOR Warnock, of the Central Police Station, arraigned a German miner named Ludwig Holtz before Mr. H. H. J. Gompertz, at the Magistracy, on Saturday, on a charge of vagrancy. Defendant said he came to the Colony to get a job. He could get none, and so became destitute. An order was made that he be allowed to enter the House of Detention.

TWO cooks and an assistant cook, all employed on board the steamer *Kwongchow*, were on Monday charged with stealing a picul of salt, valued at $1, the property of the Shiu On Steamship Company. They pleaded guilty to the charge, and Mr. F. A. Hazeland sentenced the first and second accused to three days' hard labour each. The third defendant being only a boy was ordered to receive twelve strokes with the birch.

THE first steamer has arrived at Kudat for to load manganese. The steamer is the *Aldershot*, a turret-deck tramp. She arrived in Kudat harbour from China on the 25th ult., after a passage of about 10 days, having met exceedingly heavy weather going down. She is to load 3,000 tons of manganese, and the time allowed is 10 days, after which she will come on demurrage, if the loading is not then completed.

AT the instance of Mr. Dillon, of the Public Works Department, six coolies were charged before Mr. F. A. Hazeland, on Thursday, at the Police Court, with removing earth from Crown land at Tsat-tsz-mui, yesterday, without a permit from the Director of Public Works. It transpired that the first defendant engaged the others to do the work and he was ordered to pay $10, while the remainder were discharged.

POLICEMAN Downie, on behalf of a Portuguese lady named Mrs. Silva, summoned rickshaw coolie No. 140, before Mr. H. H. J. Gompertz, at the Magistracy, on Tuesday, for demanding more than his legal fare, on the 10th instant, and using abusive and insulting language towards the lady. Evidence was heard to the effect that defendant's rickshaw was engaged only for five minutes on the day in question and when tendered five cents refused to accept it. He demanded more, and on not receiving it, got insulting. His Worship fined the coolie $7 and warned him to "go slow in the future" or else he would lose his licence.

THE friends of Mr. Irvin Whiteley Kew will be pleased to learn that he has successfully passed all his second year examinations at the Harvard University, U.S.A. Mr. Kew like Mr. Kwan, who was successful at Cornell University, was also educated at the Diocesan School. After his graduation Mr. Kew will join his brothers, Drs. Kew Bros., dental surgeons.

THE Quartermaster's Department at Manila has sent to several consulates at Chinese and Japanese ports the specifications for three vessels needed for the Philippines. One is to be a sea-going tug with modern towing and fire appliances, one a steel sternwheel steamer competent to carry rapid fire guns, and the other an 80-foot hull for a steam launch, the machinery and boilers for which is on hand in the Quartermaster's Department.

A SAMPAN owner was on Tuesday arraigned before Mr. H. H. J. Gompertz, at the Police Court, charged with making fast to the steam launch *Expediente* while the latter vessel was under way in the harbour, yesterday. A European who prosecuted said that the defendant's sampan when hooked on to the launch nearly capsized. It was of frequent occurrence and many lives have been lost in this way. His Worship fined defendant five dollars.

LO Tam Fat, unemployed, with no fixed place of abode, pleaded guilty before Mr. H. H. J. Gompertz, at the Police Court on Thursday, to stealing some clothing and a watch and chain, valued at $2.80, from a "boy" employed at the Royal Engineers' Mess, and a clock, valued at $5, the property of Staff Sergeant Ruse. His Worship ordered accused to be exposed in the stocks for six hours, and to go to gaol for six weeks with hard labour.

"ANYTHING not mentioned on the menu will be charged for."—The waiter of a restaurant, who was arrested and charged recently with emptying a pot of boiling tea down the back of a coolie, because the latter would not pay an extra five cash for consuming more pepper and mustard than was allowed, was ordered at the Police Court the other day to pay a fine of $10. No order was made that the price of the tea wasted on the coolie's back should be refunded to the proprietor of the restaurant.

WHEN Mr. E. A. Ablong, a clerk in the Army Ordnance Department, returned home shortly after twelve o'clock on Sunday, he received a mild scare on entering his verandah when he found that he was not the only person there. His companion was a coolie. He inquired what the man wanted and as no satisfactory explanation could be obtained, the visitor was handed over to a policeman. He came on Monday before Mr. H. H. J. Gompertz, whose prescription for such maladies was six weeks' hard labour and six hours' stocks.

"TAKE this scrap of paper," said his Honour the Puisne Judge, in the Original Jurisdiction Court on Friday, "and return it to one Charles Forsyth. What the illness of his wife has to do with me I don't know, and in any case, if he is prevented from appearing when his case is called, this scrap of pencil written paper is not the way to announce or certify the fact. It is not even written in ink, or on proper note-paper, and I cannot accept such an intimation; I want a doctor's certificate, tell him," said his Honour, addressing the Clerk of the Court.

SERGEANT O'Sullivan, of Hunghom Police Station, proceeded against a painter named Li Ping, before Mr. F. A. Hazeland, at the Police Court, on Saturday, for being in possession of a piece of spiked iron, resembling a knuckle-duster, for unlawful purposes. The sergeant said that when defendant saw him last night he behaved very suspiciously, and so he was searched and the iron found. The accused admitted possession, and a fine of $50, with the alternative of six weeks' gaol, was imposed.

TSOI Hin Lan, an unemployed individual, entered No. 31, Queen's Road West and No. 12, Fat Hing Street on Monday by means of the water-spout and from each house stole a quantity of clothing. Tsoi got off safely in his first raid, but was arrested leaving the second house. When he was taken to the station the inmates of the house in Queen's Road West were at the station reporting their loss and when Tsoi's bundle was examined they recognised part of the contents as theirs. The coolie was placed before Mr. H. H. J. Gompertz, at the Magistracy, on Tuesday, to answer the charges. He pleaded guilty and was sentenced to three weeks' hard labour and six hours' stocks.

"YOU are a dangerous man," said Mr. F. A. Hazeland to a coolie, at the Police Court, on Monday, who was charged with assault. Turning to the officer in charge of the case his Worship requested him to see that the coolie was banished after serving his sentence. The coolie in question had a row with another man over some trivialities a few days ago, and accused said he would get "even" one day. He went to a friend and borrowed a murderous-looking fighting iron, which he applied on his "enemy's" head the next day, which necessitated the latter receiving treatment at the hospital. The accused admitted later that he borrowed the irons to fight with. A sentence of one month's hard labour was passed.

THE Great Thurston, the "World's Wonder Worker and Marvellous Mystic Magician," a designation he has well earned for himself, in these parts as well as in others, concluded a very successful season at the Ko Shing Theatre on Saturday night, and is, we understand, very well satisfied with the treatment and patronage he was accorded there; in fact his whole Far Eastern tour, so far, has been one series of triumphs, and by no means undeserved triumphs, both from a financial and a mystic *entrepreneur's* point of view. On Sunday he leaves for a season in Saigon, going thence to Java and through the Straits Settlements, and after completing his agreements there, he will return to London, no doubt carrying away with him very pleasant recollections of his Far Eastern tour—recollections which may possibly induce him, in the not distant future, to re-visit the scenes of his late successes with new wonders.

A CHINESE woman named Kwok Tsun, twenty-six years of age, committed suicide early on Monday morning by strangling herself with a handkerchief. The amah who discovered the woman a few hours later gave the police information and the body was removed to the morgue. That the woman was determined in taking her life is evident from the way in which the deed was done. The woman tied the handkerchief round her neck and then fixed the ends to the bed-post. After this had been completed the woman sat down on the bed and by this way strangled herself. The deceased woman, who is the No. 3 wife of the manager and accountant of the Yu Shun Tai firm, of 66, Bonham Strand, was alleged to have committed suicide because she was lonely. Her husband who is stationed at Soochow removed his Nos. 1 and 2 wives to that port, leaving deceased here. This preyed on her mind to such an extent that friends heard her recently say that she was miserable; her husband did not want her, and that she was tired of life.

MICULE Ziberante, seaman, of the Italian warship *Calabria*, was arraigned before Mr. H. H. J. Gompertz, at the Magistracy, on Monday, charged with behaving in a disorderly manner in the grounds of headquarter house, yesterday, and also with assaulting the orderly. The accused denied the charges. The Indian orderly, who appeared in Court with a piece of court plaster on his lower lip, said that he saw accused and three other sailors in the grounds of the General's house picking flowers on Sunday afternoon. He remonstrated with the men and told them to go, whereupon the accused turned on him and banged him on the mouth, cutting his lip badly. The Italian's version of the story was that he was given permission to enter the grounds, and he was picking flowers when he was assaulted by the Indian. His Worship discharged the defendant on the first count, and fined him $15 for the assault.

H. W. DIRRELK, of No. 325, Des Vœux Road West, landed into the grip of the law on Thursday and finds it rather hard to obtain release now. Dirrelk, who was formerly a pall-bearer, was keeping company with a certain girl in Hongkong, but she transferred her residence—and probably her love—to Yau-ma-ti, recently. Dirrelk paid a visit to her last night and next to Yau-ma-ti Station, but he remained at the latter place longer than he bargained for. When the girl saw who was coming she sang out to Dirrelk that she had friends and could not see him. Dirrelk made for the key-hole and finding that her "friends" were imaginary ones he raised a row and did $2.50 worth of damage to the house. He was given in charge. On Friday, at the Police Court, accused thought he was badly treated when he was fined $10 and bound over in the sum of $100 to keep the peace.

PEER Bux, an Indian cattleman, residing at Yau-ma-ti, was arraigned before Mr. H. H. J. Compertz, at the Police Court on Wednesday, on a charge of allowing his cattle to stray on Crown land. Mr. H. T. Gardiner, in the office of Mr. O. D. Thomson, appeared for the defendant and pleaded not guilty to the charge. Sergeant Appleton said that at four o'clock this morning, while on patrol, he saw forty-eight head of cattle grazing in King's Park. The accused was in charge of the cattle. Mr. Gardiner here said that from what the sergeant said he would plead guilty to the charge and ask for a nominal penalty. Sergeant Appleton said that the defendant had since September last been convicted on five different occasions for a similar offence. His Worship said the nuisance must be stopped. He would pay a fine of $20, and be bound over in the sum of $200 to be of good behaviour for one year.

EVEN in this Colony of many marvels, it might perhaps be difficult to find an apter concretion of the abstraction "love's labour lost," than that exhibited during the past few days in some of our principal thoroughfares, in the busiest hours of the day, but more especially along the Praya, from Blake Pier to the Harbour Office. Daily gangs of coolies have been, during the present prevailing hot, dry weather, assiduously sweeping the dust along the streets into little heaps, which the breezes then come along and scattered into the eyes of unwary passers-by, to say nothing of the clouds thus blown into the shops and offices along the route of their operations. Truly, things in Hongkong just now are wonderfully and fearfully ordered. Surely a few buckets of water in the hands of the coolies would do more good than the microbe-raising brooms, for the latter, at this time, serve no good purpose and constitute a real annoyance and a nuisance.

A CHINESE excise officer, his right ankle covered with plasters and other minor cuts about his body, appeared to prosecute a villager of To-kwo-wan, before Mr. H. H. J. Gompertz, at the Police Court on Thursday, for assaulting him "during the execution of his duty." The exciseman went with others last night to the village to make an opium raid. Instead of remaining in the group and so ensuring himself against any risk of being laid out, the complainant was alleged to have separated from the others. When the "opium smugglers," who by this time had vacated the house and were hiding about the place, saw the exciseman, one man picked up a stone, which weighed something like four pounds, and hurled it at the officer. The missile struck the ground first and went against the opium man's ankle, knocking him over. The guilty one took to his heels immediately, but was run to earth some distance down the road. When the charge was read out to the accused this morning he denied it emphatically, and went on to explain that "he thought the complainant must have stabbed his ankle against the stone." The defendant had to pay $15.

THE Portuguese Co., Shanghai Volunteer Corps, turned out in a strong force on the night of 9th inst. under the command of Lieut. J. Nolasco, for practice in patrol work street fighting, etc. The company had been warned that an alarm would be given sometime between the 9th and 12th of the month, and last night was selected. At 9.15 p.m. three rockets were sent up from the Club Unino and five minutes later three more were sent up. Within twenty minutes, the majority of the company had fallen in at the Club fully equipped. They were then divided into parties and distributed round the district bounded by North Honan, North Szechuen, Fearon, Hambury, Boone and Hasting Roads, where patrols were posted and other movements carried out. Lieut. Col. M. Watson, commandant S.V.C., and Capt. Collyer, S.V.C., visited the several patrols and watched the men at work. The officers expressed themselves as highly gratified at the turnout and appearance of the company and gave them some good advice. At 11.30 Lieut. Nolasco reformed his men and marched to the Hongkew Park where they were dismissed, and an instructive night's outing came to an end.

Ships Passed The Canal.

18th July—*Charles Tiberghien, Preussen, Slavonia, Tamba Maru, Afeddo, Suttonhall.* 20th July—*Deucalion, Konangai, Satsuma, Socotra, Liderta.* 20th July—*Antenor.* 25th July—*Arcadia, Benclench, Oceanien, Trieste, Rhipeus, Sachsen.* 27th July—*Hyson, Inaba Maru, Pakawan, Polynesien.* 1st August—*Andalusia, Benmohr, Idomeneus, Laos, Zieten, Senegambia, Shinko Maru.* 3rd August—*Bellerophon, Kintuck, Kawachi Maru.* 8th August—*Benglos, Braemar, Denbighshire, Manila, Prins Heinrich, Roon, Suevia, Tourane.* 11th August—*Ajax, Machaon, Salazie, Awa Maru, Seydlitz, Teinkai, Actia, Cambodia.* 14th August—*Benlomond, Kennebec, Peshawur, Segovia, Kamakura Maru, Rhenania.* 18th August—*Agamemnon, Benlawers, Moyune, Poona, Prometheus, Tonkin.*

Arrivals at Home—18th July—*Aker, Vandalia, C. Ferd Laeisz.* 20th July—*Sithonia, Jason.* 25th July—*Benalder, Benvenue, Flintshire, Seneca, Tamba Maru.* 26th July—*Palermo.* 27th July—*Arcadia, Oceanien.* 1st August—*C. Ferd Laeisz, Trieste.* 2nd August—*Deucalion, Preussen.* 8th August—*Charles Tiberghien, Zieten, Inaba Maru.* 11th August—*Tourane.* 10th August—*Palawan.* 14th August—*Hyson, Roon.* 18th August—*Benmohr, Idomeneus, Satsuma.*

Shipping.

Vessels in Port.

STEAMERS.

Andree Rickmers, Ger. s.s., 1,021, Taubert, 16th Aug.,—Bangkok 4th Aug., Rice.—B. & S.

Borneo, Ger. s.s., 1,344, F. Sembill, 13th Aug., —Sandakan 6th Aug., Timber.—M. & Co.

Cairo, Nor. s.s., 1,381, J. Larsen, 17th Aug.,—Samarang 7th Aug., Sugar.—Aagaard, Thoresen & Co.

China, Am. s.s., 3,186, D. E. Friele, 15th Aug., —San Francisco 16th July, and Manila 12th Aug., Mails and Gen.—P. M. S. S. Co.

Chip Shing, Br. s.s., 1,199, G. S. Weigall, 18th Aug.,—Canton 17th Aug., Gen.—J., M. & Co.

Chowfa, Ger. s.s., 1,055, J. Spiesen, 13th Aug., —Kohsichang 8th Aug., and Hoihow 14th, Rice.—B. & S.

Chowtai, Ger. s.s., 1,117, W. Möllermann, 12th Aug.,—Bangkok 6th Aug., Rice and Wood. —B. & S.

Chunsang, Br. s.s., 1,417, R. Cox, 12th Aug., —Samarang 3rd Aug., Sugar.—J., M. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Derwent, Br. s.s., 1,561, J. Jenkins, 10th Aug., —Saigon 6th Aug., Rice and Gen.—Man Fat & Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 14th Aug.,—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug., Mails and Gen.—C. P. R. Co.

Fooshing, Br. s.s., 1,423, T. Arthur, 18th Aug., —Shanghai via Swatow 14th Aug., Gen.—J., M. & Co.

Fri, Nor. s.s., 900, Nagle, 3th July,—Hongay 16th July, Coal.—Aagaard, Thoresen & Co.

Germania, Ger. s.s., 1,000, H. Flügel, 13th Aug.,—Sydney 28th June, Copra.—S. & Co.

Glenturret, Br. s.s., 3,025, Webster, 14th Aug., —Shanghai 11th Aug., Gen.—McG. Bros. & Gow.

Gloamin, Br. s.s., 2,248, Learmonth, 16th Aug., —Moji 10th Aug., Coals.—Order.

Haiching, Br. s.s., 1,262, A. E. Hodgins, 18th Aug.,—Foochow 15th Aug., Amoy 16th, and Swatow 17th, Gen.—D., L. & Co.

Hanoi, Fr. s.s., 723, P. Merlees, 18th Aug.,—Haiphong and Hoihow 17th Aug., Gen.—A. R. M.

Holstein, Ger. s.s., 1,145, A. Niejahr, 18th Aug.,—Apia 27th July, Ballast.—J. & Co.

Ingalls, Am. transport, 600, Scott, 3rd July,—Manila 30th June.

Johanne, Ger. s.s., 952, Ipland, 18th Aug.,—Penang 6th Aug., Singapore 17th, and Hoihow 17th, Gen. and Pigs.—J. & Co.

Kaga Maru, Jap. s.s., 3,906, A. Christiansen, 10th Aug.,—Seattle 9th July, Gen.—N. Y. K.

Kohsichang, Ger. s.s., 2,094, C. Rosiefsky, 17th Aug.,—Bangkok and Kohsichang 10th Aug., Gen.—B. & S.

Kina, Dan. s.s., 1,445, H. P. Beng, 17th Aug., —Vuning 14th Aug., Tea.—Order.

Kiyo Maru, Jap. s.s., 1,448, J. Morio, 13th Aug., —Japan 3rd Aug., Gen.—E. A. T. Co.

Kowloon, Ger. s.s., 2,326, H. Stehr, 16th Aug., —Moji 10th Aug., Gen.—H. A. L.

Laertes, Br. s.s., 1,341, J. Jackson, 16th Aug., —Saigon 12th Aug., Ballast.—Chinese.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 16th Aug.,—Calcutta 31st July, Penang and Singapore 10th Aug., Gen.—J., M. & Co.

Loyal, Ger. s.s., 1,237, F. Natzins, 17th Aug., —Iloilo 12th Aug., Sugar and Wood.—S., W. & Co.

Masan Maru, Jap. s.s., 1,244, S. Tagami, 17th Aug.,—Swatow 16th Aug., Gen.—O. S. K.

Mongolia, Am. s.s., 8,750, W. P. S. Porter, 15th Aug.,—San Francisco 20th July, Yokohama 7th Aug., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Goscursch, 17th Aug.,—Swatow 16th Aug., Rice and Timber.—M. & Co.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June, —Saigon 7th June, Gen.—S., W. & Co.

Queen Alexandra, Br. s.s., 2,300, Leshi, 13th Aug.,—Newcastle 20th July, Coal.—D. & Co., Ld.

Resolut, Nor s.s., 865, M. Jorgensen, 2nd Aug., —Moji 24th July, Coal.—Order.

Shoshu Maru, Jap. s.s., 999, M. Nemato, 18th Aug.,—Shanghai via Foochow, Amoy and Swatow 10th Aug., Gen.—O. S. K.

Signal, Ger. s.s., 900, G. Schlaikier, 23rd July, —Bangkok 16th July, Rice.—Order.

Silesia, Aust. s.s., 3,340, L. de Stabill, 17th Aug.,—Trieste 28th June, Gen.—S., W. & Co.

Socotra, Br. s.s., 3,896, W. R. F. Hickey, 18th Aug.,—Antwerp 1st July, and Singapore 13th Aug., Gen.—P. & O. S. N. Co.

Spezia, Ger. s.s., 4,148, Malchow, 17th Aug.,—Shanghai 14th Aug., Gen.—H. A. L.

Sungkiang, Br. s.s., 987, J. Robinson, 16th Aug.,—Cebu and Iloilo 11th Aug., Sugar. —B. & S.

Taikosan Maru, Jap. s.s., 3,216, T. Ota, 6th Aug.,—Kuchinotzu 31st July, Coal.—M. B. K.

Taishan, Br. s.s., 1,100, J. T. Laing, 29th June, —Shanghai via Ports 24th June, Gen.—B. & Co.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 17th Aug.,—Manila 14th Aug., Gen.—B. & S.

Tjimahi, Dut. s.s., 2,170, N. de Brouwers, 18th Aug.,—Shanghai 15th Aug., Gen.—J. C. J. L.

Tonawanda, Br. s.s., 2,076, H. D. Clarke, 16th Aug.,—Canton 15th Aug., Ballast.—S. O. Co.

Totomi Maru, Jap. s.s., 2,464, A. Kieth, 30th July,—Shanghai 26th July, Gen.—N. Y. K.

Tremont, Am. s.s. 4,195, T. W. Garlick, 18th Aug.,—Seattle and Manila 15th Aug., Gen. —D. & Co., Ld.

Waihora, Br. s.s., 1,167, H. Lyons, 10th Aug., —Penang 3rd Aug., Ballast.—J. & Co.

Yeddo, Br. s.s., 2,974, F. Cowley, 18th Aug.,—Singapore 11th Aug., Gen.—A., K. & Co.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaux, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

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